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Dennis & Co., grain merchants.*
England & Co., Chas., grain, hay.*
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Urmston Grain Co., grain commission.*

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Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

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Miles, P. B. & C. C., grain commission.*
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McCague, R. S., grain, hay.
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Stewart, D. G., grain, hay, feed.
Walton Co., Samuel, grain and hay.*

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Randell & Co., W. A., grain and seeds.*
Southworth & Co., grain and seeds.*
Wickenhiser & Co., John, grain recvrs., shippers.
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Norris Grain Co., The Exporters.*
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Receivers and Shippers

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Harrington Plumer Mercantile Co., The

Alfalfa hay buyers and shippers.

O'Donnell Grain Co.

Whether you buy or sell, talk to us.

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Wheat, corn, oats, rye, barley. We always buy and sell.

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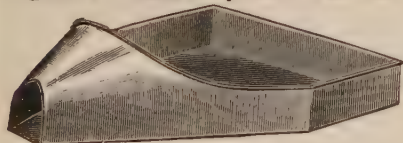
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have all facilities to handle new corn right REGARDLESS OF ITS CONDITION, as they operate the New up-to-date Superior Elevator.
Watch our Bids. Consignments Solicited
910 Chamber of Commerce, Buffalo, N. Y.

ACCOUNT BOOKS for sale by
GRAIN DEALERS JOURNAL, CHICAGO

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MUELLER GRAIN COMPANY
Receivers and Shippers
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Consignments Solicited. Track Bids Made on Request.
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RUMSEY, MOORE & CO.
GRAIN COMMISSION
Board of Trade PEORIA, ILL.
Your Consignments solicited—Personal attention—Quick Returns to all. Ask for Our Bids

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Commission Merchants
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MILL FEEDS
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Commission Brokerage
Consignments Sales to Arrive
LEW HILL, Traveling Representative

URMSTON GRAIN CO.
Indianapolis, Ind.
Commission and Brokerage
Thoroughly equipped to handle your shipments.
Careful personal attention given each car.

CASH GRAIN BROKERS
Track Bids—Future Orders Solicited
MILLING OATS A SPECIALTY
Members Chicago Board of Trade
HUTTON, COLLINS & FRENZEL
Home Office, 405 Putnam Bldg., DAVENPORT, IOWA
Branch Offices: Clinton, Muscatine, Washington

MATTHEW D. BENZAQUIN
GRAIN AND FEED
Brokerage and Commission
DOMESTIC AND EXPORT
505 Chamber of Commerce, Boston, Mass.

E. A. GRUBBS GRAIN CO.
Greenville, Ohio
Wants Correspondence with members of the Grain Dealers National in Ohio, Indiana and Illinois. We want strictly sound winter wheat, yellow shelled corn and re-cleaned white oats.

Give Your Ad a Chance to
MAKE GOOD
Run it in the
GRAIN DEALERS JOURNAL

E. I. BAILEY
CLEVELAND, OHIO
Receiver and Shipper of
Corn, Oats, Millfeed
ASK FOR PRICES

THE GATES ELEVATOR CO.
Receivers and Shippers
Grain, Hay and Millfeeds
CLEVELAND, OHIO

Grain and Hay
Exchange Members**PITTSBURGH**Grain and Hay
Exchange Members**W. F. HECK & CO.**Will handle your consignments on regular
terms, or buy outright**GRAIN, HAY, STRAW and MILL-FEED**

Car or mixed car lots

27 Wabash Bldg. PITTSBURGH, PA.

1872

D. G. STEWART**GRAIN, HAY AND FEED**

1019 Liberty Street, PITTSBURGH, PA.

Proprietor of Iron City Grain Elevator of reinforced concrete construction. Capacity 150,000 bu. Situated on Pennsylvania Lines.

Your Business Solicited

Purchase or Commission

1915

Want a Job?—Advertise in the Situation Wanted
columns of the Grain Dealers Journal.**RECEIVERS, SHIPPERS AND BROKERS****COBB GRAIN CO.**

PLAINVIEW, TEXAS

Dealers in All Kinds of Grain and Seeds

Members { Panhandle Grain Dealers' Assn.
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National Grain Dealers' Assn.**L. W. FORBELL & CO.**

COMMISSION MERCHANTS

Grain and Mill Feed; Oats a Specialty

Consignments Solicited

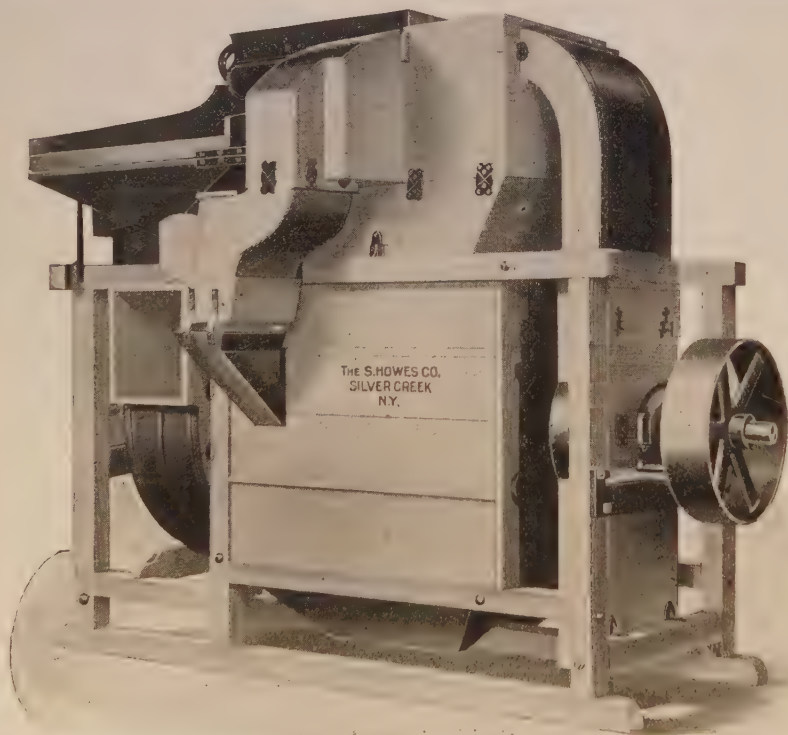
342 Produce Exchange NEW YORK CITY

LEE D. JONES

Memphis Tennessee

"Consign it to Jones"

Hay and All Kinds of Grain

ESPECIALLY RED OATS**Write Us**H. J. Hasenwinkle Co., want
your consignments for the
Memphis market.When you see it in the
JOURNAL
help us by saying so

"Eureka" Oat Clipper
with ball bearings, self-balancing shoe
and die-cast clipping case

JUST SOLD

one of these 1500-bushel

EUREKA OAT CLIPPERSto the Ralston-Purina Co., for
its Buffalo, N. Y., plant.Another instance of where a
buyer preferred quality
rather than low price.

Wherever you see this emblem

you will find an oat clipper
that is giving continuous satisfaction. Let it be a reminder
for you to investigate**The "Eureka"**

Made by

THE S. HOWES COMPANY**SILVER CREEK, N. Y.****Shippers**in the Northwest read this page;
your "ad" will be read too if you
place it here.**CERTIFICATE OF WEIGHT**

FORM 88 is designed for making a certified statement of the weight of a car of grain and the condition of the car. It has spaces for Date, Car No., Initial, Date Loaded, Number of Pounds, Kind of Grain, Seal Record, Firm Name and Weigher. These forms are duplicating and are check bound, 75 originals and 75 duplicates in each book. The original forms are printed on bond paper and are machine perforated so that they will tear out readily. The duplicates remain in the book as permanent record. The certificates are numbered in duplicate. Size 8½x4½ inches. Price with four sheets of carbon paper, 75 cents.

GRAIN DEALERS JOURNAL,

315 So. La Salle Street, Chicago, Ill.

Service— Cost

Figure it out and you will find, beyond question, the ultimate economy which results from the installation of the

WESTERN LINE

in your elevator. Bear this in mind—when an improvement is needed a Western machine will invariably satisfy that need—and for a long time.

A “WESTERN” GYRATING CLEANER

is not a luxury, it's an investment where the dividends not only pay for the investment, but insure utmost profit on every car of grain shipped.

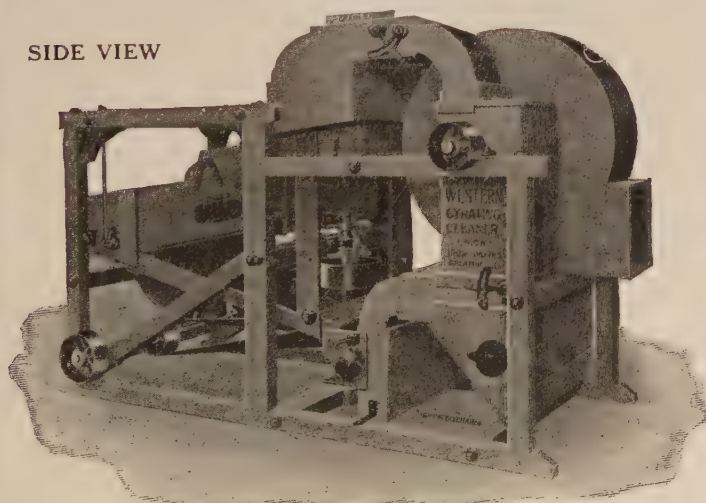
It isn't the quantity of the grain which brings the premium prices, it's the quality. With the enormous crop, grain buyers and receivers are more discriminating in buying grain. They want good, sound, clean grain and are willing to pay over the market to satisfy that want. He has, or is installing a “Western” Gyrating Cleaner.

Your neighbor gets top prices. Why not you?

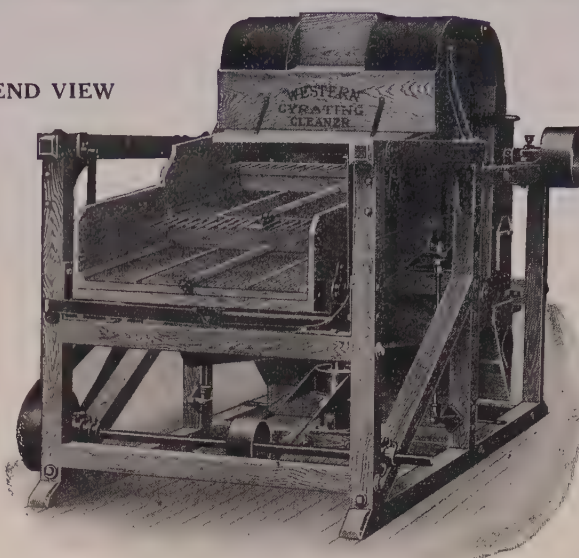
Here's the Way to “More Profits—Bigger Results” WHY A “WESTERN”

Any grain cleaner will clean grain but a “Western” Gyrating Cleaner cleans any grain best, cheapest and most satisfactory. A “Western” cleans more grain better than any other cleaner of equal capacity on the market; better separation, better control, less vibration, greater durability, and the least expensive and most satisfactory cleaner for any grain man to install. Cleans small grains as well as corn with simple and easy changing of adapted screens.

SIDE VIEW



END VIEW

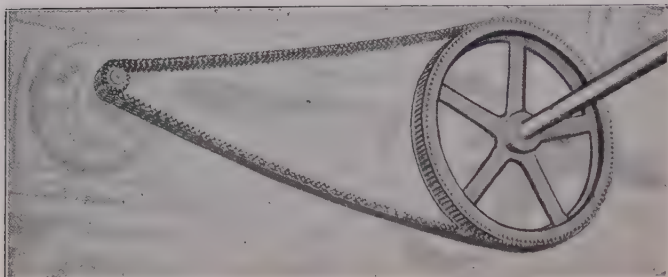


It doesn't cost anything to know more about a “Western” Gyrating Cleaner, but it does cost a whole lot more not to.

You should have our book—“Everything from Pit to Cupola”—for every-time reference. Send for it today.

UNION IRON WORKS

Decatur, Illinois



Silent Chain Drives — for — Power Transmission

The most modern method for obtaining the full use of your electric current through your motors to your machinery.

Cut steel pinions, cast iron cut sprockets and the best made Silent Chain make **AMERICAN HIGH SPEED SILENT CHAIN DRIVES** the ultimate solution and afford the final overcoming of your power transmission problems.

NOISELESS — COMPACT — POSITIVE — EFFICIENT

For use in driving Belt Conveyors, Legs, Screw Conveyors, Power Shovels, Fans, Hoists Lineshafts, etc.

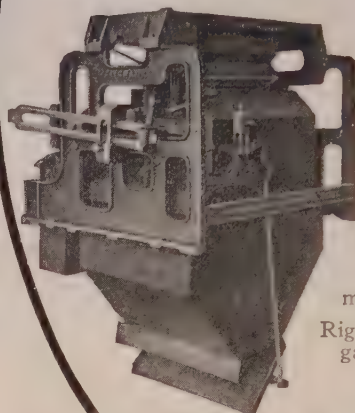
Write for list of complete Grain Elevator installations and a copy of our Catalog No. 100.

American High Speed Chain Company
Commercial Drive Division
1101 Transportation Building, Chicago, Ill.
Factory—Indianapolis, Ind.

You Don't Have to Change Weights When You Change Grains

Because Fairbanks Automatic Scales weigh the same weight per discharge on *all* standard grains. You save time, trouble and labor—get fine accuracy and long service.

FAIRBANKS Automatic Scales



also have these special features:

One-piece even lever—not built up.

Positive cut off.

Reinforced hopper brush—prevents leakage.

Double-lift admission gate.

Rigid discharge gate.

Write us.

Fairbanks, Morse & Co.

Cleveland
Cincinnati

CHICAGO
St. Louis Omaha
(550-47P)

Kansas City
St. Paul

The Roller Bearing Traveling Brush Carrier Used on the

CLIPPER CLEANER

*is the only device that
Keeps the Screens Clean*



The No. 29 B. Seed and Grain Cleaner is unequalled for its fine work on Clover, Timothy and all fine seeds of this nature. Has four full length screens, with traveling brushes under each. Seed passes over each screen which means 4 distinct cleanings are given. Then the seed or grain is air weighed by a vertical blast governed by our special air controller. Plump grains are dropped back, and the lighter chaff and small grains are carried away. By all means investigate this machine. It should be your first step toward the purchase of a cleaner.

A. T. FERRELL & CO.
SAGINAW, W. J., MICH.

THE MONEY MAKING POSSIBILITIES

of cleaning, separating and grading machines have long been established. Later-day developments of such machines have largely been improvements on the original design.

The "MYERS TYPE" S. S. & S. machine is different—entirely new in principle. Instead of separating by size and shape as other grain and seed machines, it separates, grades and cleans by Specific Gravity.

That the "Specific Gravity" method is the most accurate, and consequently the best, is evident in the fact that in addition to making the ordinary separations and doing the cleaning accomplished by the familiar types of cleaning machines, and doing it exactly as desired, The MYERS TYPE machines readily separate

King Heads from Wheat
Wild Garlic from Wheat, Oats and Rye
Russian Thistles from Alfalfa Seed
Alsike Clover from Timothy

Watergrass from Flax Seed
Needle Grass from Oats
Alligator Heads and other Pests
from Rice

Sorrel from Alsike
Pigeon Grass from Alsike
Vetch out of Oats
and various other Mixtures

They occupy small floor space—Require very little power—Accomplish Wonders.

Built in one type—Seven sizes—Convenient—Durable—Simple.

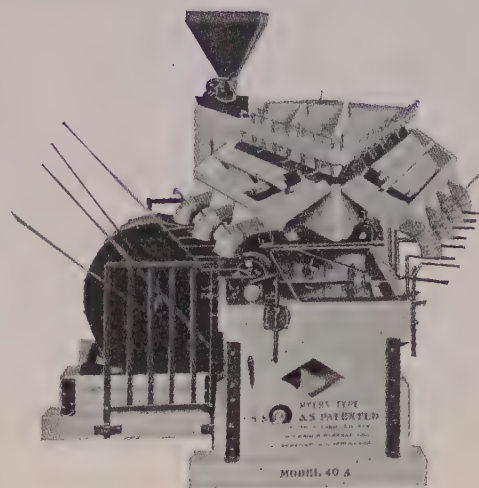
If you do cleaning, grading or separating, you cannot afford to do without this machine.

Letters of recommendation from users in nearly every State in the Union. Learn first hand of the machine that is the surprise of the age in your field. Write for complete booklet.

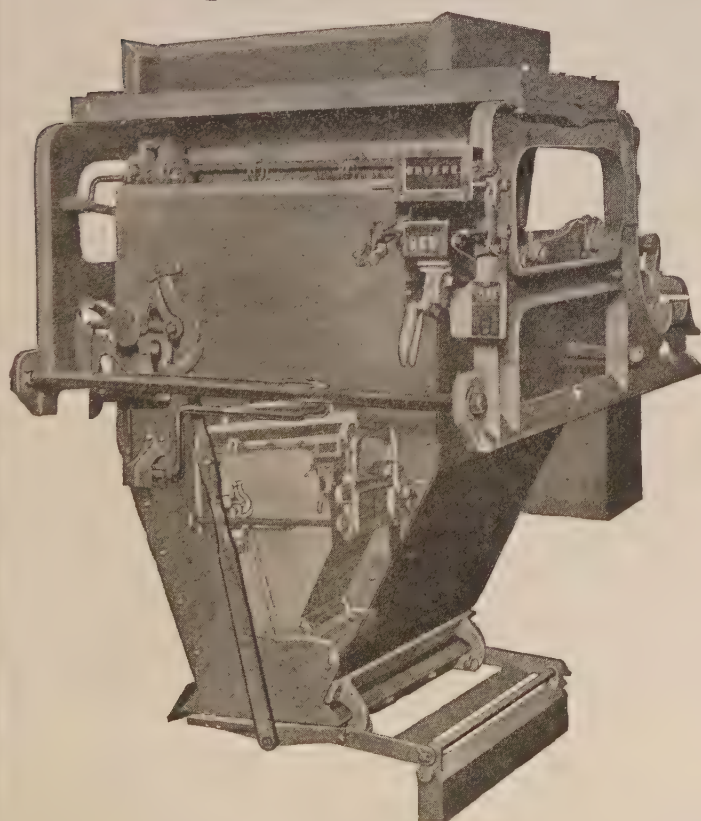
THE SUTTON, STEELE & STEELE M. M. & M. COMPANY

Manufacturing Plant: Dallas, Texas

General Office: Denver, Colorado



THE "MASTER PRODUCT" ALWAYS COMMANDS RECOGNITION BY THE DEMANDING OF A PREMIUM FOR ITS SERVICE



DO YOU know that 50% of the Richardson Scales sold are for **replacements**. We mean for the replacing of some other "weighing out" scale. The old scale is generally only worth **junk**. Buy a **RICHARDSON in the first place**, and then you won't have to be "tradin' scales" later on.

TYPE REGISTERING

Richardson Scale Co.

CHICAGO, 209 State St.

MINNEAPOLIS, 413 S. 3rd. St.

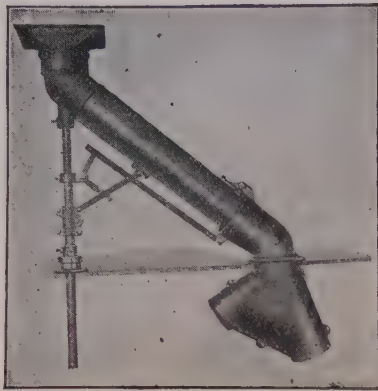
OMAHA, 327 Grain Exchange Bldg.

PASSAIC, N. J.

WICHITA, KANSAS

MEMPHIS, TENN., 1518 Neatherwood, Ave.

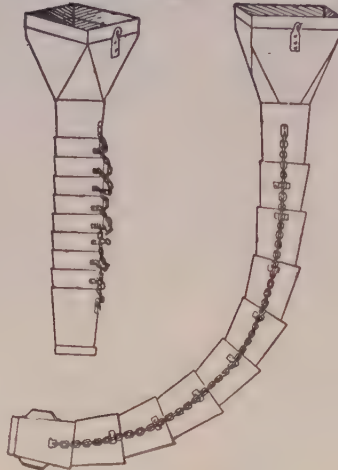
SAN FRANCISCO, Rialto Building



The American Signalling Overflow Distributor

This is one of the most popular and up-to-date distributors in use; prevents elevator from choking; and the only distributor on the market that carries full capacity of elevator without choking. Manufactured from heavy cast iron and sheet steel. Write for special prices, stating number of bins and distance from work floor to elevator head.

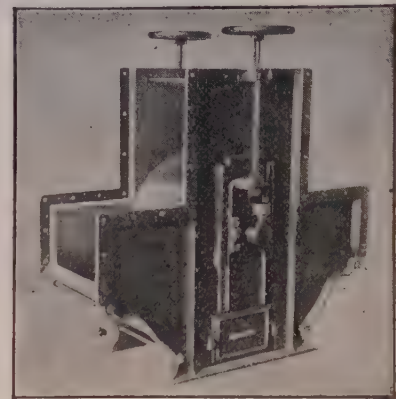
American Flexible Chain Loading Spout



Flexible Loading Spouts

This is one of the most durable and satisfactory spouts manufactured. The chain lugs are of heavy steel and will not break. Furnished in any length; either round or square head. Sizes 6", 8" and 10" in diameter and made of 14, 16 and 18 gauge steel.

Our catalogue showing complete line of elevating and conveying machinery upon request.

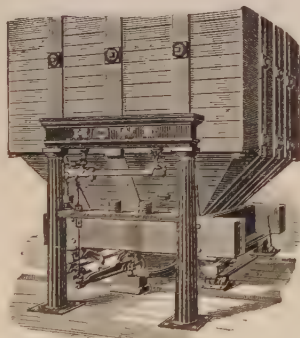


Improved Non-Chokable Elevator Boot

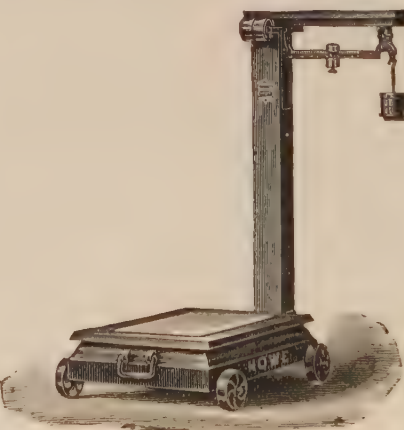
The entire boot is re-inforced with extra heavy flanges. The take-up boxes are absolutely dust proof. It is made extra strong to support the entire weight of leg, head, belt, buckets loaded or empty. Oscillating bearings equipped with hard oilers. Pulleys are 18" in diameter for all widths of belt. Prices upon application.

AMERICAN SUPPLY AND MACHINERY COMPANY

1102 Farnam Street - - OMAHA, NEB.

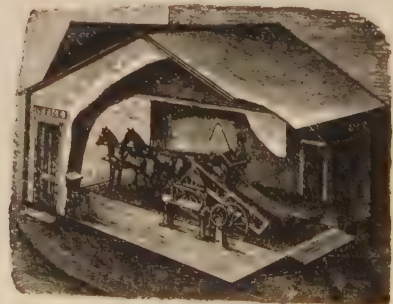


Wagon Scales
Hopper Scales
Dump Scales
Dormant Scales
Track Scales
Dairy Scales
Automatic Scales
Counter Scales



If your business is buying and selling by the lineal yard or rod, you use the most accurate rule, yard stick or tape line you can possibly buy. If your business is buying and selling by weight, you ought to have the best and most accurate scale made. We

have them. The **Howe** fills this description. Endorsed by thousands of users for their accuracy, length of service and freedom from repair troubles. Backed by sixty-three years experience and our ten-year guarantee.



Send us your old scale for repairs. Our expert can refit it and make it as serviceable as a new one.

Distributors for Howe Scales

NEBRASKA SCALE AND SUPPLY COMPANY

1104 Farnam Street, Omaha, Nebraska

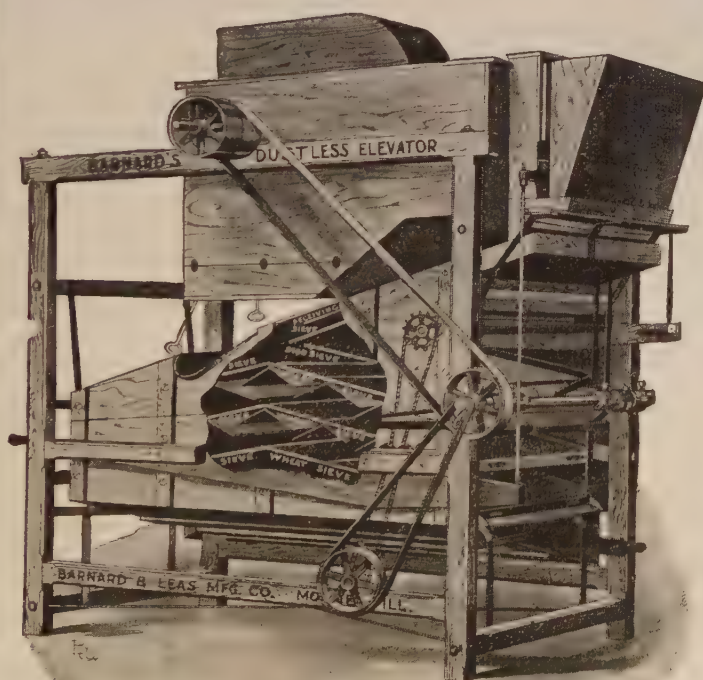
Two Wonder Workers



Victor Corn Sheller

This machine is made to shell only, and is particularly adapted to elevators where it is desired to shell corn in the basement and separate and clean it in the upper part of the house. The sheller consists of a receiving hopper, upper and lower casings, securely bolted to a very strong wooden frame and a shaft on which the feeders and shelling cone are fastened. This shaft runs in two very heavy and long journal boxes which are bolted to the wooden frame. The cone is keyed on the shaft at both ends which prevents all vibration and makes it very rigid. The feeders are patented and adjust themselves automatically, allowing the machine to be run either way and avoiding the necessity of crossing the belt. All in all it is the logical sheller for you to buy, and worthy of your investigation.

Barnard's Dustless Elevator Separator



This is not a new machine. It is known the world over as a standard machine for elevator purposes where large capacity and good work are desired. It has always been a leader and we have used every effort to keep it so. During the past few years we have added a number of new improvements which greatly facilitate the handling of the machine. Our space here is limited, so we cannot go into details and tell you of all the good features of this machine. If you are in the market for a separator, we urge you to investigate this machine. Our catalog, descriptive of this machine, together with our other equipment for elevators is yours for the asking. Better send for it today—you may need it before the week is up.

BARNARD & LEAS MFG. CO.
MILL BUILDERS AND
MILL FURNISHERS
ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.

Constant Safety Manlift



IS NEEDED IN EVERY ELEVATOR FOR THE EFFICIENT CONDUCT OF THE PLANT. Not only does it promote safety for the operator and his employees, but by affording easy access to all parts of the plant it lowers the rate of insurance. Within a few years this reduction is sufficient to pay for the installation of the Constant Manlift.

CONSTANT LINE

is in daily use in many hundreds of elevators thruout the country, and the list of users is constantly increasing. It includes everything you might need about the elevator. Write for catalog today. It will help solve your machinery problems.

B. S. CONSTANT MFG. CO.

BLOOMINGTON, ILL.

KANSAS CITY MILL & ELEVATOR SUPPLY COMPANY
KANSAS CITY, MO.



An Invincible bridge tree fitted with ball bearings

The contract for the new elevator of the Soo Line at Minneapolis calls for INVINCIBLE Ball Bearing Clippers.

Cut Your Power Bill

by insisting on the *Right Kind of Ball Bearings.*

Invincible Machines

Ball Bearings are scientifically applied and self-aligning in every way.

Write for price list and illustrative literature.

Invincible Grain Cleaner Co.
Dept. 4 Silver Creek, New York

Representatives:

CHICAGO, ILL., 1041 Webster Bldg., F. H. Morley, Jr.
CLEVELAND, TENN., 2310 Church St., J. H. Bates
INDIANAPOLIS, IND., Board of Trade, C. L. Hodge
KANSAS CITY, MO., 231 Exchange Building, F. J. Murphy
MINNEAPOLIS, MINN., and WINNIPEG, MAN., Strong-Scott Mfg. Co.
PHILADELPHIA, PA., 25 S. 61st St., C. Wilkinson
TOLEDO, OHIO, Jefferson House, W. Fisher
SAN FRANCISCO, CAL., 17th & Mississippi, W. King, Pac. Coast Rep.

DO YOU

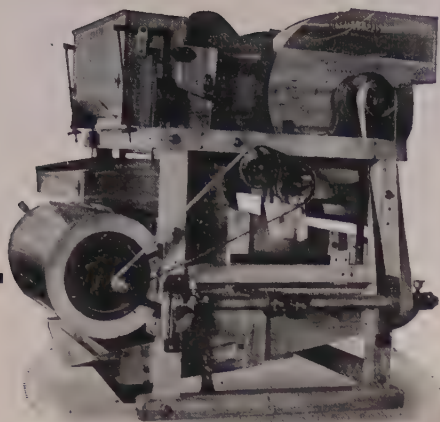
GRAIN DEALERS JOURNAL,
Chicago, Ill.

Gentlemen:—Herewith is draft covering Help Wanted adv. in your classified column. This adv. certainly **Produced Results**, as we are having answers from all wheat growing sections of the United States. Yours truly,

THE RUSSELL MILLING COMPANY

Russell, Kansas

NEED HELP



Monitor

—“NORTHWESTERN”—

99% Oats Removal

**A Full Season
of Demonstrated
efficiency back of it.**

At last—a safe, simple, economical and highly practical solution of the oats-mixed-with-wheat problem—oats removal at a capacity and with an efficiency that justifies this machine's adoption wherever oat removal work is required.

HUNTLEY MFG. CO., Silver Creek, N. Y.

The Emerson Oats from Wheat Tester

We guarantee, not a kernel of oats left in the sample and not a kernel of wheat lost with the oats.

Over 4000 Elevators, Flour Mills, Grain Inspection Departments, Boards of Trade and the U. S. Grain Standardization Department are using this TESTER.

Eliminates all guess work and saves all the WHEAT.

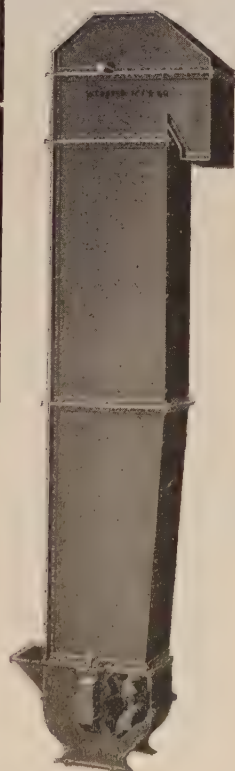
Farmers prefer selling where dockage is determined with the EMERSON TESTER.

Pays for itself in a very short time. Pleases the farmer as he sees the dockage is on the square.



WRITE FOR CIRCULAR

W. H. EMERSON & SON
Campbell St. and M. C. R. R. DETROIT, MICH.



**WEBSTER
ELEVATORS**



and

CONVEYORS

Have Been the
STANDARD
of
QUALITY

for Forty Consecutive Years of Service to the Grain Trade. Are you using Webster Equipment?

The Webster Mfg. Company

CHICAGO

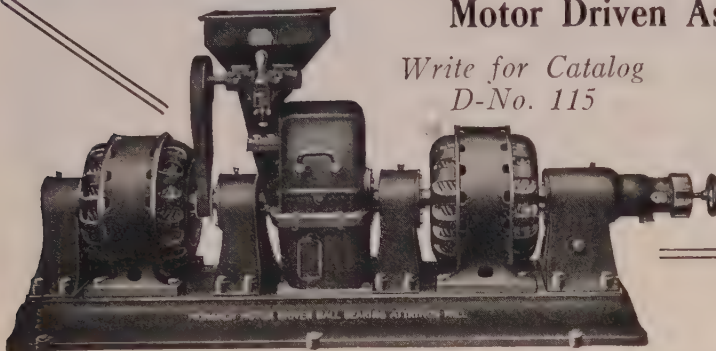
TIFFIN, OHIO
(133)

NEW YORK

Nothing you can ever do or become will be of so much credit to you as to build up a successful and reputable business.

THE MONARCH BALL BEARING ATTRITION MILL

Is the unfailing agent for the building up of a successful and reputable Feed Milling Business.



Motor Driven As Shown Or Belt Driven If Preferred

Write for Catalog
D-No. 115

Sprout, Waldron & Co.

Milling Engineers

Main Office and Works:

Chicago Office:
No. 9 S. Clinton Street

MUNCY, PA.
P. O. Box No. 26

\$10.00 A DAY CLEAR PROFIT
25 BAGS AN HOUR ON 15 H. P.

Others are doing this with our **DIAMOND FEED MILLS**—why not you? The **Diamond** is shipped on 30 Days Free Trial, you to be the judge.

Get Our Liberal Proposition

DIAMOND HULLER CO.
BOX 95 WINONA MINNESOTA.

The Bush Portable Coal Unloader

is the easiest to handle, largest capacity, least expensive — the most practical machine on the market.

If interested write us.

Newell Construction & Machinery Co.
CEDAR RAPIDS, IOWA

WILFORD CLEANER and SEPARATOR

IS INSTALLED IN BALTIMORE'S LARGEST ELEVATORS



and is giving excellent service.

The machine is equipped with three sets of screens, 9x12, built in 5 sections each. Handling 35,000 bus. in 10 hours this machine will give four samples of screenings and of dust after passing through seven distinct air shafts. Blowing and screening over one screen this machine has a capacity of 8,000 to 9,000 bus. per hour.

Smaller machines of the same type are made in sizes from one foot up.

Write for additional information.

A. WILFORD & CO.

1422 Hull Street

Baltimore, Maryland

TYDEN CAR SEALS

Bearing shipper's name and consecutive numbers.

Prevent
CLAIM LOSSES

6000 SHIPPERS
Are now using them.

Write for samples and prices.

INTERNATIONAL SEAL & LOCK CO.

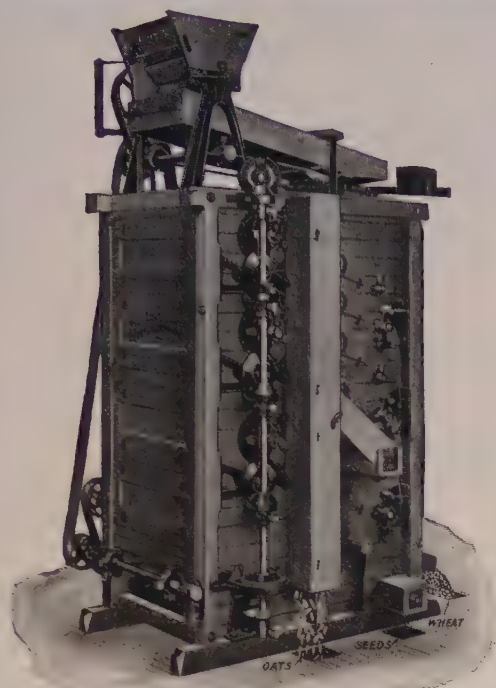
Chas. J. Webb, Vice-President
617 Railway Exchange Bldg. CHICAGO, ILL.



To BUY or SELL

**RENT or LEASE
an ELEVATOR**

Place an adv. in the "Wanted" or "For Sale" columns of the GRAIN DEALERS JOURNAL of Chicago. It will bring you quick returns.



No. 3 Richardson Oat Separator. Equipped with scalper and seed screen.

The Richardson Wheat and Oat Separator

Has stood alone for years as the only machine making a thorough separation of oats, and especially wild oats, from wheat. With one operation it will remove the oats, wild oats, and barley from the wheat, and will not waste any wheat with the oats.

Wheat from a Richardson has a much better appearance because of the thorough brushing it receives, and often receives a better grade at the Terminal.

A Richardson Oat separator, when equipped with a scalper at the top for removing coarse material and a seed screen underneath for taking out small seeds, makes the complete receiving separator for any house which simply handles wheat or oats.

To those who already have a good General Purpose cleaner, we recommend **Flooding** the Sieves and passing the **Tailings** over a **Richardson Oat Separator**. Practically **All** the oats will **Tail Over** and **All** the **Wheat** in these tailings will be **Reclaimed** by the **Richardson**.

By using a **Richardson Oat Separator** in combination with your cleaner as above described, you will not only greatly increase your cleaning capacity, but you will bring your dockage down to practically nothing.

By re-running the **Wheat** over the **Richardson**, it will be put in fine shape for **Seeding Purposes**.

Blabon, N. D., January 21, 1916

"Our Richardson has paid for itself several times in handling the tailings from our—No.—. In this way we get splendid work and a large capacity from both machines."

BLABON FARMERS ELEVATOR CO., J. C. Walters, Mgr.

CEREAL GRADING COMPANY
Elevator "L"

Minneapolis, Minn., February, 26, 1915

After having used the Richardson Oat Separators for a number of years, we unhesitatingly recommend these machines to anyone handling oaty wheat. We believe our Richardson Oat Separators have proven the best money makers of any portion of our equipment.

W. T. Frazier, Secy. and Gen. Mgr.

Send for our Oat Separator Catalog

RICHARDSON GRAIN SEPARATOR CO.

15th Ave. S. E. and N. P. Tracks, MINNEAPOLIS, MINN.

ELEVATOR MACHINERY

GRAIN DRYERS—All sizes, CRUSHERS, SHELLERS and MILLS CONVEYORS and ELEVATORS, CHAIN BELT and SPROCKET WHEELS, OAT MEAL and PEARLED BARLEY MACHINERY, HOMINY MILLS

SEND FOR DESCRIPTIVE CATALOG OF WHAT YOU WANT

THE C. O. BARTLETT & SNOW CO.
CLEVELAND, OHIO, U. S. A.

SCIENTIFIC

**SCIENTIFIC
Ball Bearing
Attrition Mills**

Every dollar saved in operating cost means an added profit. For conscientious service, without repair bills, depend on the "Scientific."

THE BAUER BROS. CO.
Formerly The Foss Mfg. Co.
506 Bauer Bldg.
Springfield Ohio

SCIENTIFIC

Are you buying ELEVATOR BELTING to the best advantage; which means the longest service at the least cost?

We have removed any question of doubt on this point for others.

Why not let us do it for you?

New York Rubber Company
NEW YORK (Inc. 1851) CHICAGO



THE ONLY SANE, SAFE THING

**to do is to install an All Metal
Fire Proof**

**Knickerbocker "1905" Cyclone
DUST COLLECTOR**

The Knickerbocker Co.,

Jackson, Michigan

MORRIS GRAIN DRIERS

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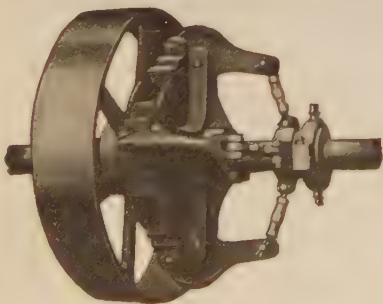
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A book designed for use by Grain Buyers who keep individual accounts with farmer patrons. Is ruled for facts regarding wagon loads received. Its column headings being: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks.

Each of its 204 pages of linen ledger paper, size 8½ x 13½ inches, is ruled for 42 wagon loads and numbered. Each page may be used for one or more accounts as desired. A marginal index is bound in front. Bound in cloth with leather back and corners. Weighs 2½ lbs. Order Form 43. Price \$2.00.

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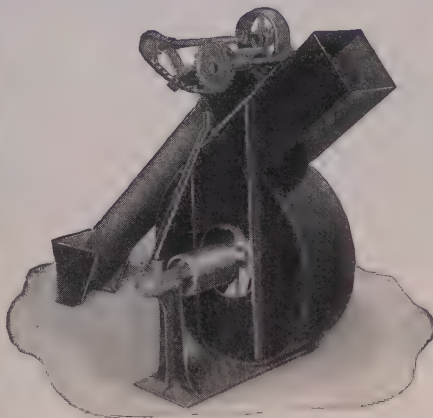
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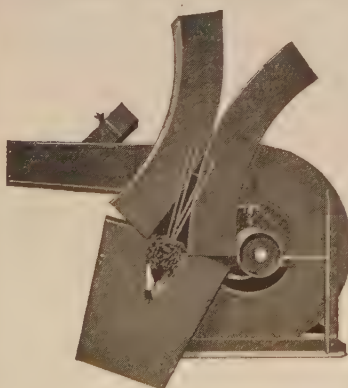
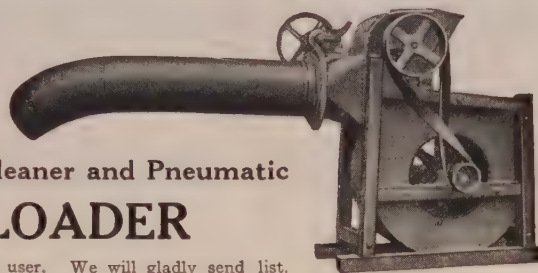
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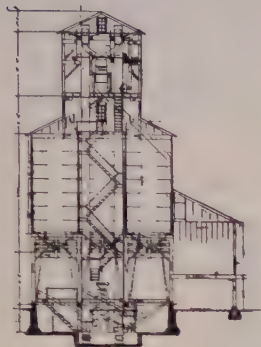
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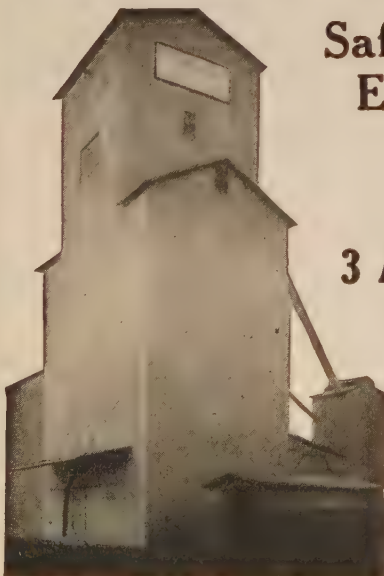
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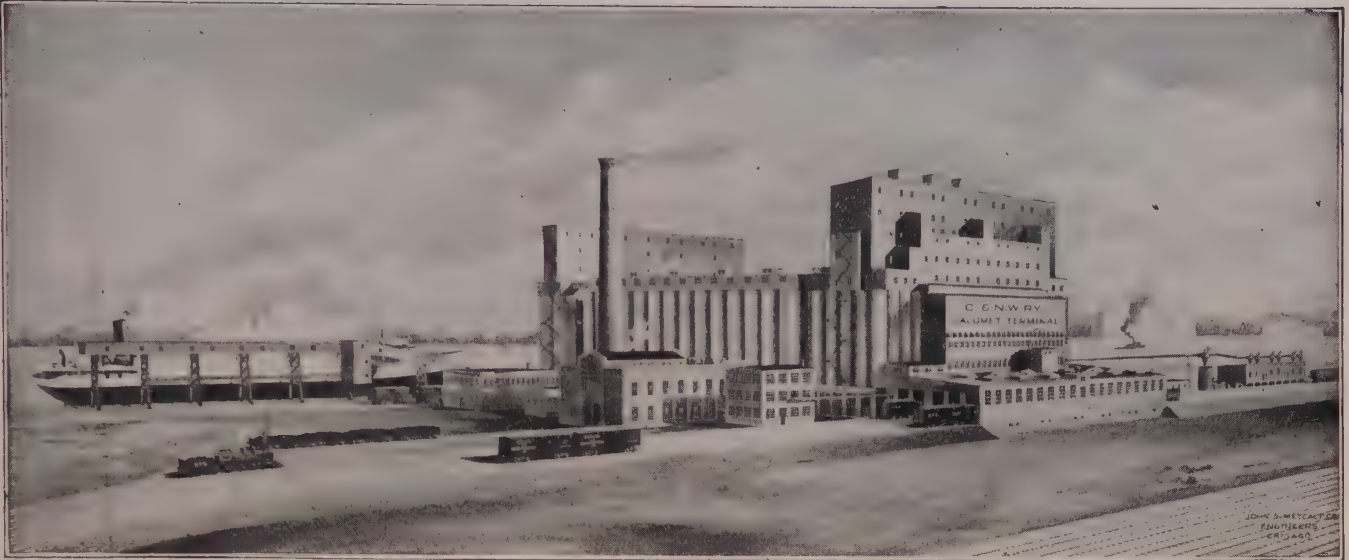
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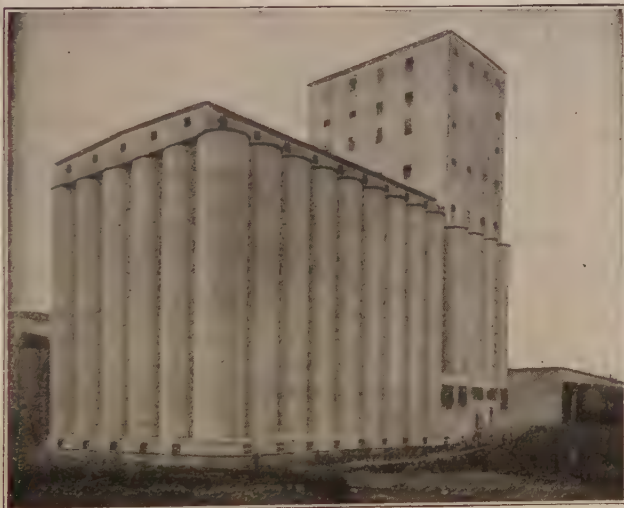
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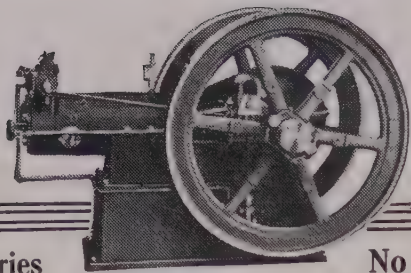
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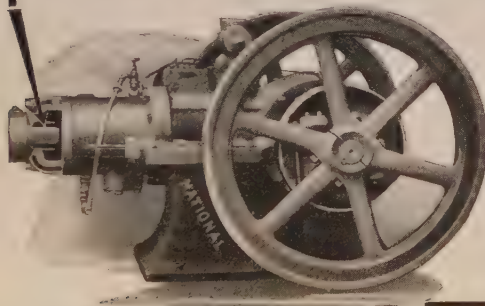
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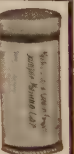
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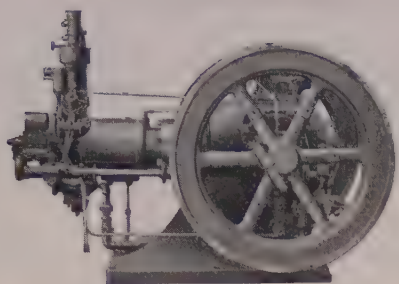
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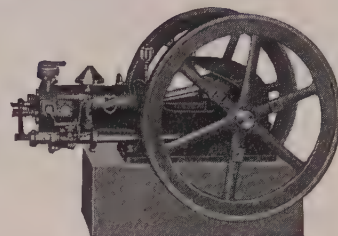
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(Incorporated)
21 Harvester Building Chicago, U. S. A.

OTTO Gas and Gasoline Engines

Some of them
40 years in service
—and more than
100,000 are in use!



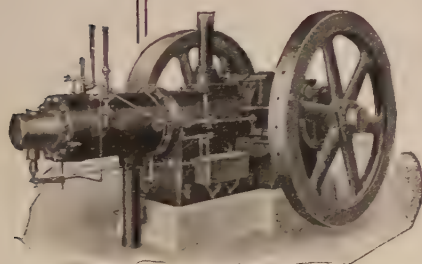
Some of the oldest OTTOS—the models that got the gold medals at the old Philadelphia Centennial Exposition—are still turning up the horse power. And what surprises their users and ourselves most of all is the very infrequent necessity for repair parts, even after such long service.

Since then over 100,000 OTTO engines have been placed in every variety of service—and each year's vintage has made a better record than its immediate predecessor.

The built-in quality; the sound engineering principles on which they are designed; their low maintenance and fuel consumption; their freedom from breakdowns or even the small "ills" common to most internal combustion engines—these are some of the strong points of OTTO ENGINES about which every engineer should know a great deal.

May we supply the information without obligating you?

THE OTTO GAS ENGINE WORKS
33rd and Walnut Sts., Philadelphia
15-17 S. Clinton St., Chicago
114 Liberty St., New York



Do You
Know
that the
Money-
Making
Muncie

WILL:

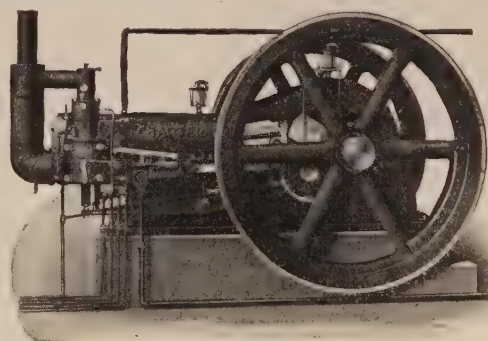
- operate for half what it costs to operate any other engine.
- run on any of the lower grades of fuel oil.
- not be on the repair shelf when you are needing it the most, and that it is automatic throughout—very simple—with not an ounce of superfluous trappings.

We could take up this whole page telling you of the good points of the "Money-Making Muncie" and still not tell you all about it.

We want you to tell us your power needs and allow us to send you complete information about the Muncie best adapted to your needs. This will obligate you in no way.

It will pay you to Muncie-ize your business.

Muncie Oil Engine Co.
516 Jackson St. Muncie, Ind.



Produces More Power per H. P.

for less money than any other engine on the market. The CHARTER Type "R" operates on the lower grades of oil. It is started on gasoline and after having been run 3 or 4 minutes is turned over to the use of the heavier oils by simply turning a three way cock.

There are no unnecessary parts on the CHARTER Type "R" and all are where you can get at them.

The best guarantee of CHARTER durability is furnished by the experience of our customers. Many of them own CHARTER engines which have been in service for from 15 to 25 years.

Tell us your power needs and we'll suggest the CHARTER best suited to fill them.

8 to 160 H. P.

CATALOGS UPON REQUEST

CHARTER GAS ENGINE COMPANY
60-80 Wallace St. STERLING, ILL.

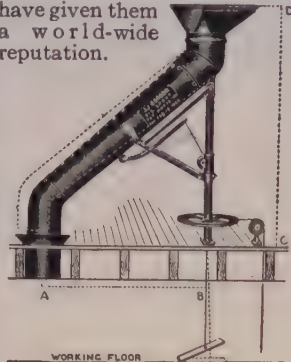
**Gerber Spouting
Has No Equal**

The Patent Flexible Chain Telescope Car Loading Spout is the best, yet cheapest, as it will outwear two ordinary flexible spouts. Made of special metal.

Every spout guaranteed as represented.

**The Latest Improved
Distributing Spouts**

will absolutely prevent the mixing of grain. The best of material and workmanship have given them a world-wide reputation.



Don't accept those "almost as good." For satisfaction, get the genuine, made by

J. J. GERBER

MINNEAPOLIS

MINNESOTA

SET OF BOOKS for Grain Dealers

Form 380 Record of Wagon Loads Bought
Form 385 Record of Car Loads Shipped

PRICE, \$3.00

GRAIN DEALERS JOURNAL, 315 So. La Salle St., Chicago

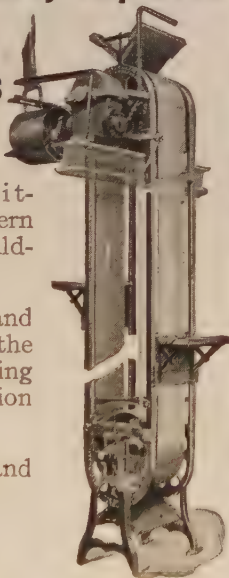
**The Humphrey Improved
Metal
Employee's
Elevator**

Especially suitable for modern fire proof buildings.

Endorsed and specified by the best engineering and construction companies.

A time energy and money saver.

Particulars on application.



NUTTING TRUCK CO.
SOLE MANUFACTURERS
FARIBAULT MINNESOTA
Also specialists in Floor Truck Equipment

Cover's Dust Protector

Rubber Protector, \$2.00

Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER
Box 404 South Bend, Ind.

**Success Ball Bearing
SAFETY MAN LIFT**

Reduces insurance, time, labor expense. No power necessary to operate. Absolutely safe.

Steel Loading Spouts

Flexible; made of the best steel; any length. Changeable sections.

Distributers

Birchard patent. Steel. Will eliminate all chance of mixing grain.

Gearings (Cast Iron)

Absolutely essential for the economic transmission of power.

Elevator Boots

Steel. Provided with take-up screws and clean-out doors.

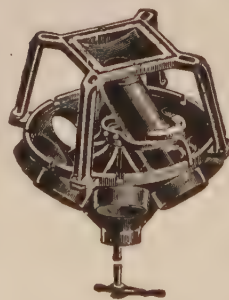
Write for catalog and prices

Hastings Foundry & Iron Works

Hastings, Nebr.

HALL SPECIAL — ELEVATOR LEG

No economical purpose can be served by erecting an elevator leg that is inefficient, that needs watching every moment it runs, that chokes and stops consuming valuable time, that spills and mixes valuable grain. It is worse than squandering the cost of the leg. It is squandering the proper return for the capital in the plant, in the grain, and your time. A wise investor prefers to get what he wants, know what he gets, and have it guaranteed by a reliable concern before he pays for it. If you think so, why not ask for our proposal to install a Hall Special for you?



Hall Distributor Company, 222 Ramge Bldg., Omaha, Nebraska

**The Van Ness Safety
Roller Bearing Manlift**

Is built for service. Made from Selected White Birch, has direct acting springs, double safety device that will not fail, runs easy, unnecessary to bolt or lock it while not in use.
Has wire cable and cotton hand line. Sold on 30 days' trial. Write for circulars and prices.

Manufactured and for sale by

**R. M. Van Ness
Construction Company**
404-406 State Bank Bldg.,
OMAHA, NEB.
We Build
Modern Grain Elevators

**BOWSER
FEED MILLS**

**GROW
HEALTHY
STOCK**

Crush ear corn (with or without shucks) and grind all kinds of small grain.

Handy to operate—lightest running. 10 sizes: 2 to 25 h. p., capacity 6 to 200 bushels. Conical shape Grinders. Different from all others.

Write for Catalog and folder about the value of different feeds and manures.

The N. P. BOWSER CO.
South Bend, Ind.



Wanted and For Sale

The rate for advertisements in this department is 20 cents per type line each insertion

ELEVATORS FOR SALE.

ELEVATOR for sale or lease in Northern Indiana. For particulars address N. I., Box 8, Grain Dealers Journal, Chicago.

FOR SALE—Good OHIO elevator and retail business in connection. Write Cowen, Box 3, Grain Dealers Journal, Chicago.

NORTHWESTERN OHIO Elvtd. & coal business \$15,000.00. No trades. Do not write unless mean business. Address Wil, Box 11, Grain Dealers Journal, Chicago.

SOUTHERN MINNESOTA 20,000 bu. elevator for sale in town of 8,000. Been in the grain business 30 years, wish to retire. W. H. Symes, Austin, Minn.

SOUTHWEST MISSOURI 20 thousand bu. elevator for sale. Belongs to an estate. For particulars inquire John R. Neil, Admr., Golden City, Mo.

ELEVATORS FOR SALE on C. G. W. Ry. in best Minnesota grain territory. 12 and 40,000 bushels capacities. Elevators in good condition. Winona Malting Co., Winona, Minn.

ELEVATOR for sale or exchange for land. Located in Southwestern Minn., also doing good business in coal, flour and feed. For information write Mary, Box 1, Grain Dealers Journal, Chicago.

CENTRAL INDIANA elevator for sale. Cribbed-ironclad-private ground; 100M. grain; 75 cars coal; large feed, flour and seed trade. In fine city of 10,000. Bargain \$12,000. Will shade for quick sale. John A. Rice, Frankfort, Ind.

ILLINOIS Elvtr. on private ground, 75,000 bu. capacity. Has handled 250,000 bus. corn and oats on a crop. In town of 1,000. Good schools. Best elvtr. in the state on C. & N. W. Ry. Gasoline power. Feed house and grinder adjacent. Bargain for quick sale. Address Twelve, Box 2, Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE.

Location.	State.	Capacity.
Perkins,	Iowa	18,000
Hinton,	Iowa	22,000
Alvord,	Iowa	25,000
Sioux Center,	Iowa	20,000
Garretson,	S. Dakota	22,000
Sherman,	S. Dakota	40,000

These elevators will warrant careful investigation. Correspond with us at 1102 First National-Soo Building.

Thorpe Elevator Co., Minneapolis, Minn.

NORTHERN INDIANA elevator, 15,000 bushel capacity, for sale. Good shape. Handled 120,000 bushels grain last year. Done \$900 grinding last year. Handles wool, potatoes, clover seed, flour, bran, midds, gluten, cotton seed, fertilizer; in fact everything that a farmer feeds or sells on a farm. No competition whatever. In town of 400 people. Best of reason for selling and can prove to you that it is a money maker. Nearest elevator 7 miles. If you are looking for an elevator, look this over. Address Money Maker, Box 2, Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE

IOWA—Elevator for sale. Only one in town. Write Mrs. J. Lamm, Elkader, Iowa.

FOR SALE—Elevator and coal business in Northern Iowa. Address E. C., Box 2, Grain Dealers Journal, Chicago.

CENTRAL NEBRASKA—Finely located elevator. Reason for selling, sickness in family. Big crop. Address Land, Box 2, Grain Dealers Journal, Chicago.

FOR SALE—Cheap, two good elevators. One in Western Minn., other in Western Iowa. Both money makers. T. J. Morgans, Soo Falls, S. D.

SOUTHERN MINNESOTA 25,000 bu. elvtr. Town of 1,200; good farming community. Handle grain & coal. Write Sun, Box 11, Grain Dealers Journal, Chicago.

FOR SALE—Elevator in good location on I. C. Ry. in Central Illinois; reasonable competition. Owner not a Grain Dealer. Write for particulars to XBC, Box 2, Grain Dealers Journal, Chicago.

EASTERN NEBRASKA—2 elevators for sale. Crop just commencing to move; fine crop prospects. Write Home, Box 1, Home, Box 1, Grain Dealers Journal, Chicago.

CHOOSE YOUR ELEVATOR from the many offered. Insert an advertisement in the "Elevators Wanted" columns of the Grain Dealers Journal, and select one at a satisfactory price and station.

WISCONSIN 10,000 bu. cribbed elevator and coal business for sale on easy terms, as I wish to retire from active business. For particulars write A. T. Sanders, Fisk, Winnebago Co., Wis.

EASTERN KANSAS Elevator and residence in good grain section for sale. Residence and elevator at the value of the elevator alone. Reasons for selling, ill health. For particulars address Anna, Box 2, Grain Dealers Journal, Chicago.

KANSAS Elev., 18M Capacity, ironclad on Mo. Pac. R. R. Practically none of new crop moved yet. Best of competition. Could handle good retail trade. This is a bargain and priced right and get busy if you mean business. Address Member, Box 2, Grain Dealers Journal, Chicago.

FOR SALE!

VALUABLE GRAIN ELEVATOR PROPERTY

BUFFALO, N. Y.

1,478 feet frontage City Ship Canal, 3,000,000 bushel elevator, freight warehouse 1,000 by 100 feet, railroad connection.

Sealed bids will be received up to July 31, 1916.

For further information address

CHAS. M. HEALD

President Mutual Terminal Company
BUFFALO, N. Y.

ELEVATORS FOR SALE.

ON ACCOUNT of old age, I offer cheap, on easy terms, my two Elevators on U. P. Ry. in center of Golden Wheat Belt of Kansas. J. H. Claussen, Wilson, Kansas.

FOR SALE.

GALE BROS. ELEVATOR, CINCINNATI, OHIO.

For price and complete description of plant, write

GALE BROS. CREDITORS' COMMITTEE, CINCINNATI, OHIO.

WESTERN OHIO 12,000 bu. elevator, on Big 4 R. R. In extra good shape and running order. Handle flour, feed, coal, cement, fence and posts as side lines. About 4 acres land and fine residence included. Elevator and coal bins on private land. No competition. Bargain. Write Side, Box 1, Grain Dealers Journal, Chicago.

WANTED—Five or six country elevators, located in Kansas on any railroad west of a line drawn north and south through Wichita and south of the central branch of the Missouri-Pacific. In first letter, give capacity of elevator, kind of construction, size of engine; give all kinds of machinery, the names of competitors, number of bushels purchased in 1914 and 1915 separately, and state the net cash price. Address Lock Box 1123, Wichita, Kans.

ELEVATOR BROKERS.

SELLERS list your elevators and buyers buy your elevators thru John A. Rice, Frankfort, Ind.—Reliable Broker 10 years.

IF YOU wish to buy or sell an elevator, write, wire or phone me. Always have a nice assortment to select from at prices ranging from \$3,500 to \$25,000. James M. Maguire, Campus, Ill.

LIST YOUR ELEVATORS AND REAL ESTATE WITH ME FOR RESULTS. NAT P. CLAYBAUGH, ELEVATOR AND REAL ESTATE BROKER, Board of Trade Bldg., Frankfort, Ind.

INFORMATION BURO

READERS DESIRING to learn by whom, or where any grain handling machine or device is made, can generally obtain it promptly by addressing Information Buro, Grain Dealers Journal, Chicago, Ill.

SOLICITORS' SIDE LINE.

WANTED men calling upon grain shippers to carry small book needed by every grain firm. Easy sales, large commissions. Address W. B. Granger, 507 Traders Bldg., Chicago, Ill.

ELEVATORS WANTED.

Somebody's always hunting an elevator, and there is no wrong time of the year to put an ad in the "Elevator For Sale" columns of the Journal.

BUSINESS OPPORTUNITIES.

FLOUR MILL for sale or exchange. Capacity 75 Barrels, grain elevator, Coal business. Mill machinery new. Old established business. Central Ill. Address I, Box 1, Grain Dealers Journal, Chicago.

WHATEVER your business may be, it will find a ready market if advertised in the "Business Opportunities" column of the Grain Dealers Journal, Chicago, Ill. 6,300 grain men look to these columns twice a month for real opportunities.

FOR SALE—Seventy-five barrel flour mill with elevator and coal yard in connection. Mill bldgs. brick. Plant in active operation, with good local trade. Must be sold at once. Write A. M. G., Box 2, Grain Dealers Journal, Chicago.

BIG SNAP—75 bbl. Mill, elevator, coal and feed business. Fine location, running. \$8,500.00, terms. Will take partner with capital or trade for clear land. Unless you mean business, don't answer. Address North Dakota, Box 1, Grain Dealers Journal, Chicago.

NORTHWESTERN WISCONSIN — For sale for good reasons. Modern equipped feed mill, elevator. Cap. 20,000 bu. Electrically operated. Omaha and Soo Railroad. Shipping facilities good. Do a wholesale flour and feed business on two branch lines. Population 5,000. Mill 36x48. Warehouse 48x100, full basement for potato storage. Terms to suit. Address Lake, Box 2, Grain Dealers Journal, Chgo.

FOR SALE at a Bargain by owner, 500 bbl. Spring and Winter Wheat Mill in Columbus, O. Brick, stuccoed. Wheat capacity 119,000. Machinery, elevators and spouting first class. Not crowded, lots of extra room on each floor. Large storage for Flour and Feed. On 2 R. R. with 2 switches. Also 50 bbl. custom mill, 100 mi. east of Columbus. Good town, fine exchange. Plenty of wheat. No mill close. Address 128 Buttes Ave., Columbus, O.

CENTRAL OHIO—We have a good farm of 160 acres which we wish to sell. Land and buildings well improved. Located in excellent grain section and close to market. Also offer grain elevator which we operate in connection. Beside grain, we ship hay and potatoes in car lots. Also have excellent business in flour, feed, coal, tile, etc. Will sell farm and elevator together or separately. Price reasonable. Write Both, Box 2, Grain Dealers Journal, Chicago.

FOR SALE—Northwestern Ohio plant, consisting of

- 20,000 bu. Elevator,
- 100 bbl. Flour Mill,
- 125 bbl. Buckwheat Plant,
- 125 bbl. Meal Plant,
- 60 ton Cracked Corn Plant,
- 22 in. Feed Mill.

Located 20 miles west of Toledo, on New York Central main line. Electric car service hourly. Excellent grain territory. Plant electrically operated; cheap electric power. Continuous Ellis Dryer. Feed storage on siding. All equipment necessary for Straight and Split cars of bulk and sack grain and feed. Wholesale grocer takes largest portion of Buckwheat Flour output. Plant in daily operation. Offered at quick sale price.

THE PILLIOD MILLING CO.,
Swanton, Ohio.

SCREENINGS WANTED.

WE ARE IN THE MARKET for clover seed screenings now, and for the coming season. We will either contract for your entire output or buy your different lots by sample. It will be to your interest to confer with us before making any disposition of your screenings and low grade seeds. We will be glad to hear from you. King Seed Co., No. Vernon, Ind.

MILLS FOR SALE.

FOR SALE 150-bbl. flour mill, situated in Kansas wheat belt, in operation; money maker. Address Bee, Box 6. Grain Dealers Journal, Chicago.

FOR SALE—50-Barrel Roller Mill at Cal- edonia, Mo. Price \$1,000, part cash. For machinery, including engine and boiler, \$500. R. W. Hornsey, Blackwell, Mo.

FOR SALE or rent, 80 bbl. flour mill and chopper; frontage on railway; good house and 4 acres land; good town; first class country. Address Mrs. Edward Shrubsole, Box 257, Barrie, Ont., Can.

ON ACCOUNT of ill health and old age. I wish to dispose of my flour mill. 50 bbl. Nordyke & Marmon steam mill, frame building, located in one of the best farming sections of the state, ten miles to the nearest mill, in a growing town of about 800 inhabitants on the L. & N. R. R. This section of country is rapidly coming to the front on account of coal interests. We consider it an excellent opportunity for a good, progressive miller. Price \$5,000. D. A. Reeves, Prop., Broughton, Ill.

FOR SALE—150 bbl. flour mill, 6 yrs. old, in A1 running order; Ellis machinery throughout; steam power; lignite coal 90c per ton; locality in largest trade territory and best of location. Elevator in connection and railway trackage. Underwood station ships 500,000 bus. wheat yearly. Good reason for selling; cheap for cash, reasonable terms, or will trade for clear lands. No professional traders need answer. Address McGray & Kjelstrup, Underwood, North Dakota.

FOR SALE or Rent—An up-to-date mill at Breesport, N. Y., in the heart of a buckwheat and dairy country; capacity 50 bbls. wheat flour, 100 bbls. buckwheat flour; 8 to 10 tons feed; grain storage 8,000 bu.; feed storage 4 cars; two acres of land private railroad switch; steam and gas engines, either one sufficient power to run mill alone; good buckwheat flour trade in car lots established; large local feed trade. Address Chase-Hibbard Corporation, Elmira, N. Y.

**HELP WANTED.
WITH INVESTMENT.**

WANTED Sales Manager for a Rye and Cereal Mill; immediate employment to a thoroughly reliable and competent man, who can invest from \$2,000 to \$10,000 in the business. Address Finance, Box 11, Grain Dealers Journal, Chicago.

PARTNERS WANTED.

YOU CAN SECURE a partner if you make your wants known to the grain trade thru the Partners Wanted column of the Grain Dealers Journal.

WANT good man to invest in well established grain business in Colorado. Operating country stations and general wholesale business. We need more money to handle the increasing business. Fine all-year climate. Address Opportunity, Box 2, Grain Dealers Journal, Chicago.

PARTNER WANTED—With or without service. Must have five or ten thousand dollars. Good station. \$300,000 business last year. Handle Grain, Coal, Flour, Feed and implements. Western Ohio territory. For particulars address Square, Box 10, Grain Dealers Journal, Chicago.

EXPERIENCED SEEDSMAN WANTED as equal partner in well established, prominent, growing, mail order Seed Business located in Missouri. Established eight years, the fastest growing House in Central States. Sales increasing 50% each year. A real chance for the proper man who has character, integrity and enough capital to handle half interest. Correspondence solicited, all confidential. Address Missouri Seedsmen, Box 11, Grain Dealers Journal, Chicago.

HELP WANTED

WANTED—Stenographer familiar with grain office work. Salary \$15.00 per week. Furnish reference. Horner Elevator and Mill Co., Lawrenceville, Ill.

WANTED—Manager for small general store, grain elevator and lumber yard in Northern Illinois. Married man preferred. Address Holcomb Lumber Co., Sycamore, Illinois.

WANTED—Competent repair man, at once, to repair elevator spouting in three elevators, driveways, and build flour warehouse. Farmers Elevator Co., of Bisbee, N. Dak.

WANTED to correspond with a sober and industrious Licensed Engineer to run steam engine in Grain Elevator. Must furnish A1 references. Perrysburg Grain & Seed Co., Perrysburg, Ohio.

WANTED—Man to handle grain station, grain, coal, farm machinery and live stock. Also second man in elevator who can keep books for grain and lumber yard. Write Iowa, Box 1, Grain Dealers Journal, Chicago.

WE WANT three good grain buyers over 35 to 40 years, that speak German, good hustlers, good, straight, decent fellows. Will pay good salaries and have good elevators to handle. Write Sec'y, Box 2, Grain Dealers Journal, Chicago.

WANT A JOB as grain buyer, manager of an elevator, engineer, traveling solicitor or any position connected with the grain business? If so, make your wants known to progressive grain dealers who are in need of experienced help through the "Situation Wanted" column of the Grain Dealers Journal.

GOOD Correspondent and shipping clerk to handle business from grain dealers. A mail salesman who understands printing, to take charge of a book dept. Must be systematic, steady and reliable. Give age, experience and salary wanted in first letter. Address Chicago, Box 2, Grain Dealers Journal, Chicago.

**DYNAMOS—MOTORS.
FERRETS.**

FERRETS, 1,000 good ratters, hunters. Breeding stock sale. G. Breman Co., Danville, Illinois.

WANTED.

WE WANT 40-h. p. motor, Alternating current, 220 volts, 3 phase, 60 cycle, complete with starter. S. G. Trent, Hiawatha, Kans.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

STEAM ENGINES, BOILERS.**FOR SALE.**

One 50 h. p. Atlas Steam Engine and one 50 ft. 26-inch Smoke Stack, all in good condition. Union Mills, Prospect, O.

FOR SALE—12 h. p. Red Lion Steam Engine; best condition; also boiler for same in good shape. J. C. Grout, Winchester, Ill.

ADDRESS WANTED.

WANTED Address of Chas. Hipp, formerly Mgr. Beardsley Eq. Merc. Exch. An estate has been left him. Communicate with W. R. Gaines, Beardsley, Kansas.

SITUATIONS WANTED.

WANTED Position as Mgr. Farmers Elevtr. 10 yrs. actual experience and can furnish references. For information write Box 7, Callaway, Minn.

WANTED Position as Supt. of terminal elvtr. or other good grain position. Best of experience, references. Address West, Box 2, Grain Dealers Journal, Chicago.

POSITION WANTED as Manager of elevator. Have experience as second man. Reference given. N. or S. Dak. preferred. C. L. M., Box 43, Buffalo Springs, N. D.

WANTED—With good milling company, position as salesman for flour, meal, etc. Calling on trade in Central Indiana. G. W. Keisling, Kokomo, Ind.

WANTED POSITION as Mgr. of elvtr. Have had 3 yrs. experience and can furnish good reference. N. D. pref. Address Hurd, Box 9, Grain Dealers Journal, Chicago.

WANTED—Position as Grain Solicitor or Coal Salesman; 8 years in Grain business. Can get the Business. Address Fort, Box 12, Grain Dealers Journal, Chicago.

WANTED—Position as Manager of elevator. Four years experience as Manager of elevator and warehouse. Will go anywhere. Best of reference. Write Ada, Box 2, Grain Dealers Journal, Chicago.

WANTED—Position as bookkeeper, traveling solicitor or manager of branch office with grain firm. Experienced, capable, references. Address Ready, Box 2, Grain Dealers Journal, Chicago.

POSITION WANTED as Manager of small town or country elvtr by young married man 3 yrs experience; A1 references. Iowa or Minn. preferred. Address Van, Box 12, Grain Dealers Journal, Chicago.

WANTED—Position by Manager with 13 years experience in grain business. 7 yrs. livestock. Been with Farmers Co. for 8 yrs. 38 yrs. of age, married, speak German and have first class references. Write East, Box 2, Grain Dealers Journal, Chicago.

POSITION WANTED as Manager at County Station. Have had 25 years' experience with Grain and Lumber. 42 years old; married. Can start any time. Best reference. Address Jean, Box 2, Grain Dealers Journal, Chicago.

WANTED—Position with grain Commission firm as traveling solicitor. 35 years old, 15 years experience buying and selling hay, seeds and grain. Steady worker; can furnish A1 references. Address Trade, Box 2, Grain Dealers Journal, Chicago.

WANTED position as Manager Farmers Elevator, or good Line Co. Have had 15 yrs. experience in grain, live stock and coal. Can talk some German. References, and take job on a few days notice. Address Ted, Box 1, Grain Dealers Journal, Chicago.

WANTED—Position as Manager of elvtr. in good town with good schools. 4½ years' experience, speak German and American. Want elevator that is open year round. Can furnish best of references. Address Geo., Box 2, Grain Dealers Journal, Chgo.

WANTED POSITION as a grain solicitor with a live Co. anywhere; but prefer Minn. & Dakotas. Very good judge of grain. Wide acquaintance with farmers Elevtr. Co.'s especially. Plenty of experience, all angles. Character and habits good. Unmarried. Address M, Box 2, Grain Dealers Journal, Chicago.

A better elevator manager than you have ever had will read the "Help Wanted" ads in this issue! Go after him in the next.

SITUATIONS WANTED.

WANTED POSITION as Mgr. Country Elevtr. 2 yrs. experience; ref. Address B. C. Box 12, Grain Dealers Journal, Chicago.

POSITION wanted as grain buyer, line or farmers' house. Best references. J. Rathburn, Dwight, N. D.

WANTED—Position as grain buyer, 20 yrs. experience Milling and Buying. Am employed at present. Good reasons for changing. Best of references. Write U, Box 2, Grain Dealers Journal, Chicago.

MANAGER with eleven years experience in lumber, grain, coal and hog business desires change; prefer line yard in Minn., No. or So. Dak. Address Tar, Box 2, Grain Dealers Journal, Chicago.

WANTED POSITION as Manager of Country elvtr. Have experience and can furnish references. Am employed but can change on thirty days notice. Address M. W. Wileman, R. F. D. 1, Bushnell, Ill.

WANTED—Position as Manager of Country elevator, town of 1,500 to 2,000. Prefer Illinois. Have had 13½ yrs. experience in handling grain for one line house. Address Harry, Box 2, Grain Dealers Journal, Chicago.

WANTED a position as solicitor for some good Chicago firm. Have had 15 years experience in grain and have a large acquaintance over the northwest. Best of references. Address Clare, Box 9, Grain Dealers Journal, Chicago.

POSITION WANTED with grain commission or Elevator Co. Good judge of grain, experienced in cash grain and futures and in handling terminal elevators. Best of references. Address Grain Man, Box 12, Grain Dealers Journal, Chicago.

POSITION WANTED — Buying grain, etc., managing a country station in a good grain region, anywhere. Experienced in every detail. Second to none as a trade getter. Single. Character and habits good. Try me. Address Grain Buyer, Box 2, Grain Dealers Journal, Chicago.

ARE YOU looking for a position in any branch of the grain business? If you are send us your name, address, nationality, languages spoken, experiences, salary expected, references, in fact any information that will help an employer to form an idea of your ability to serve him. We will keep this information on file and from time to time place you in touch with elevator owners who seek competent help. This service will be absolutely free, placing you under no obligation whatever. Write today and get in line for a good position. Address—The Want Ad Man, Grain Dealers Journal, Chicago, Ill.

HAY WANTED.

I WANT to get in touch with dealers in good hay territory to buy hay for me on commission basis. Write J. F. O'Brien, 203 Mercantile Library Bldg., Cincinnati, O.

AUTOMOBILE BARGAIN.

WILL SACRIFICE 50 h.p. 1912 Palmer & Singer touring car, 4 cyl., 47½x5¼; run 9,000 miles; good condition; cost \$4,250; best offer takes it. C. S. Clark, 7130 Princeton av., Chicago, Ill.

SECOND-HAND BAGS AND BURLAP.

GRAIN BAGS for Rent in lots from 100 to 50,000. For terms, etc., write Foell & Co., 123 Market St., St. Louis, Mo.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheetling, or Paper for Car Lining, etc. Wanted: second-hand bags, best prices paid. **WM. ROSS & CO.**, 409 N. Peoria St., Chicago

SAFE FOR SALE.

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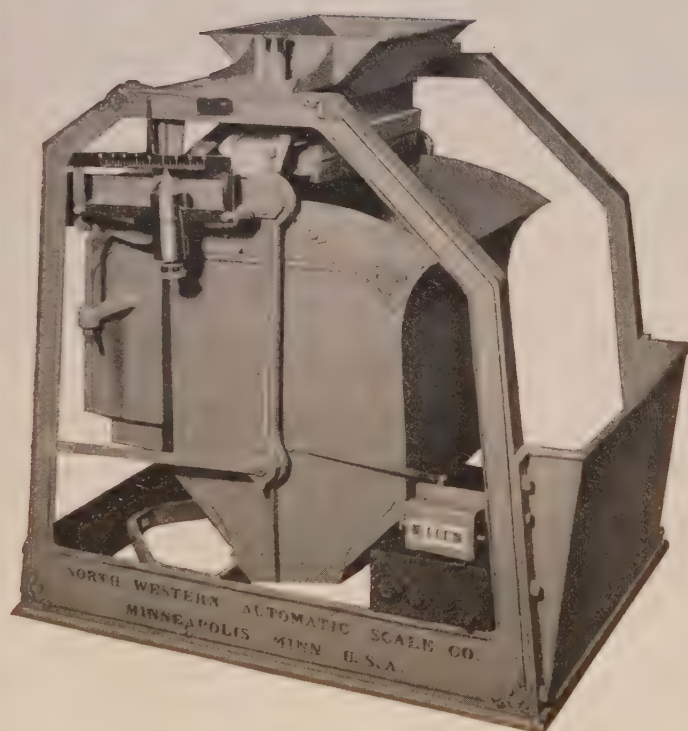
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Entered at the Chicago, Ill., Post Office as
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CHICAGO, JULY 25, 1916

WITH ALL OUR agitation for preparedness, it seems perfectly natural that the grain crops of the Atlantic States should be attacked by the army worm. What next?

FARMERS WHO enter into written contracts for the future delivery of their grain seldom refuse to fill their contract, even tho the market does go up, but when a verbal contract is made without witnesses and the market goes up, the grain dealer is left to whistle for his grain.

BLACK RUST reports are arriving in ever increasing number from the spring wheat states and Canada, but the crop is also being damaged by the intense heat and samples are being received from northwestern dealers which indicate that many fields will be so badly damaged by the blight as to prevent the grain being cut.

SO MANY cases have been reported recently of grain having been stolen from elevators that it seems time elevator owners adopted every means possible for protecting their property from thieves when they are peacefully sleeping at home. Too many elevators can be entered easily and without trouble. The elevator man who does not adopt every precaution possible to protect his property from pilferers tempts them to steal from him. What are you doing about it?

FIRES WERE less numerous than usual the last two weeks. Two were started by lightning, two by sparks from passing locomotives and one as the result of a pile of cinders becoming ignited. When the shingle roof is a thing of the past, the locomotive spark hazard will be greatly reduced.

SO MANY new ocean going vessels have been launched during recent months, ocean freight rates are likely to decline considerable from last winter's figures. Then too, Great Britain and France are making more of their war munitions at home, thus decreasing the demand for cargo room for munitions from the United States.

SHIPPERS WHO are anxious to prevent shortages in their shipments of grain owe it to themselves to line every car, especially about the doors and over the kingbolts, otherwise much grain will leak out without anyone knowing about it. If every car were well lined, the number and amount of shortages would be reduced to small figures. The experience of shippers who always use liners is so very satisfactory, the wonder is that any shipper ever attempts to ship grain without carefully applying good liners.

COUNTRY ELEVATOR men who buy grain from tenants owe it to themselves to be sure the grain is free from lien for rent or loan before paying for it, otherwise they may be put to the painful necessity of paying for the grain a second time. There seems to be no just reason why the grain dealer who keeps his elevator open for the purchase of grain every business day of the year should be forced to act as rent collector for the land owner, but unfortunately the statutes of many states extend this protection to the landlord, hence it behooves the grain buyer to keep on guard every minute and pay for tenant's grain only after he has a written release from the landlord.

WHEN YOU KICK about the high cost of living, don't overlook the high cost of overbidding, of granting free storage and of contracting for the future delivery of farmers grain. All these expensive practices and abuses of the business materially increase the dealer's cost of doing business and reduce his opportunity for realizing a profit from it. If every elevator operator made it a point to keep an accurate record of what it costs him to handle grain thru his elevator, all of them would be working on a much wider margin than they are today. It does not require much figuring to prove that many dealers are not realizing enough profit from their grain business to pay for operating their elevator. Their eagerness to increase the volume of grain handled seems to blind them to the true cost of operating their plant.

THE RAILROAD train men have not yet secured the \$100,000,000 annual increase in wages which they demand, neither have they declared a strike, but shippers cannot safely ignore the possibility of employees striking and any contracts made for future delivery should be made subject to interference by strikes.

THE SHIPPER who persistently draws right up to the full value of his grain proves to the receiver that he has little confidence in him, hence would really prefer to make an overdraft rather than an underdraft. The shipper who fails to leave a reasonable margin frequently has his draft turned down and pays protest fees for the privilege of trying what the receiver occasionally thinks is a game to beat him. In the long run the shipper who studiously avoids making overdrafts is the gainer thereby,

SHIPPERS TO Galveston over the Santa Fe R. R. will be pleased to know that that line is elevating its tracks on Galveston Island, so that most of its grain laden cars will be above the high water mark of previous floods. Shippers should take advantage of the improvement being made by the Santa Fe to induce other lines entering Galveston to make similar improvements. Then it may be that the Galveston Wharf Company, which controls most of the terminals, will also elevate its tracks and the port will be made safer for grain than it has been heretofore.

GOOD ROADS will be more common soon, if the states meet the challenge of the Federal government and appropriate sums similar to those appropriated by the Federal government recently for good roads in the various states. The bill, which became a law July 11th, authorizes the expenditure of \$85,000,000 in the next five years. As much of this money will be expended in the grain surplus states, it is sure to make many country markets accessible to farmers the year round, and thus relieve them of the necessity of marketing their crop as soon as it is harvested.

THE SOUTHWESTERN grain dealers associations have brought about marked improved conditions surrounding the inspection of grain at Galveston. The railroad companies have set aside grain holding tracks and all grain is now inspected upon arrival, and not held as formerly until it was unloaded; and re-inspection when demanded is given within 48 hours, so that shippers are not made to guarantee the grade of their grain until it reaches the scale hopper. The inspection departments of other terminal markets are giving similar or better service, so it seems that the associations have secured only what was justly due the shippers.

THE FARM LOAN LAW, just enacted by Congress, would be welcomed by the grain buyer if it would relieve him of the constant importunity of impecunious tenant farmers for an advance on their crops to be delivered later. Unfortunately the new law is intended to aid only the farmer who has shown sufficient thrift to become a land owner.

THE ILLINOIS State Industrial Board has awarded a youth employed by an elevator company the sum of \$2,565 because after ten days working in the elevator the boy was smothered in a corn bin. So many lives are sacrificed to the open bin each year, the time must soon come when all bins will be covered. It is so seldom that it becomes necessary to enter a bin that all port holes could be closed so as to make it difficult for anyone to get into the bin from above. This would prevent many deaths each year, without materially increasing the cost of bin construction.

MIRACLE WHEAT seems to be meeting with the favor of farmers in Ohio and Oklahoma, in fact so many farmers have sown this variety of wheat in Ohio that the Agricultural Experiment Station has issued a bulletin No. 298, showing that station yields proved this variety to be inferior to old standard varieties, such as Gypsy, Fultz and Poole. The variety of wheat called "Marvelous," which is similar to Miracle wheat, was also a failure, and the station in a recent press bulletin states that "all tests show these fake varieties need the usual rate of seeding."

THE SECRETARIES of the state associations are working earnestly to draft trade rules upon which all can agree in the hope of bringing about uniformity in the trade rules of the grain exchanges and the state and national associations. With uniform rules thruout the trade the work of the arbitration committees should be materially reduced, and the number of disputes also reduced, for when all cash dealers have the same rules to guide them, all will have nearer the same understanding of their rights in each controversy. With uniform rules strictly followed, practices will become uniform.

COUNTY AGENTS, according to the secretary of the Ohio Millers Ass'n, are busying themselves with buying goods in carlots and distributing them among farmers of their section, thus cutting out the middlemen. Naturally the millers are up in arms and insisting that the county agents should confine their work to assisting the farmer to better farming methods. It is hardly fair to tax the middlemen for funds to pay a county agent, who spends his time scheming to undermine the middlemen. The middlemen perform a service for all who patronize them, and are fully entitled to the small compensation they try to get.

THE POMERENE B/L Bill has not yet received the favorable consideration of the lower house, and if anything is to be accomplished by the shippers and the bankers who are interested in securing an equitable B/L which is fair to all concerned, a more vigorous campaign must be persistently conducted, else the opponents of the bill will quietly pigeon-hole it, as heretofore.

CARS ARE SO scarce in some sections of Illinois, Nebraska and Kansas that shippers are already beginning to complain bitterly of the inefficiency of the railroads. If it is right and fair that the railroads should collect from the shipper when he delays box cars for either loading or unloading, then it is also right that the would-be shipper of grain be compensated for unreasonable delay in the transportation of his grain. Shippers would be justified in refusing to pay for delaying railroad companies' cars unless the railroad company is willing to pay for delaying transportation of the shippers' grain. It is just as fair to require one as the other to pay for delaying another's property.

THE ADVANCE in the rentals for elevator sites in Nebraska has been so marked that the farmers grain dealers association has taken a firm stand against the advance and filed a complaint with the State Railway Commission, as well as with the Interstate Commerce Commission. While some of the railroads are renting their right of way between stations to farmers for a pittance, they demand the price of corner business lots from grain men who want a site for an elevator. So long as the grain elevator owners will stand for this extortion, it is but natural that the railroads should continue to increase their demand. When the elevator owners protest and fight against the advance, the railroads will be satisfied with a reasonable rental.

ACCIDENTS IN grain elevators seem to be more numerous than ever. Either elevator operators are becoming more careless, or less effort is made to protect them from moving machinery. An Illinois man had his foot badly crushed in a screw conveyor. An employee of a Duluth elevator was smothered after falling into an open bin of grain. A North Dakota elevator man lost his left hand when his glove caught in the roller of the feed mill he was trying to clean. An Illinois man fell off the roof of an elevator 70 ft. to soft ground and escaped with a broken leg, while the weighman of a Peoria elevator fell off a box car and broke both arms. Several other operators met with minor accidents, all going to show that there is greater need of covering the open bins and moving machinery in every elevator, so as to reduce the opportunity for serious accidents.

"CONTINUOUS DEMURRAGE" is a new charge which the Pennsylvania Railroad is striving to force upon the trade at Pittsburgh. In other words, the railroad company proposes to charge extra for the use of its cars between the inspection tracks and the unloading elevator, altho it has been given switching instructions on the car, and is directly responsible for any delay which may result. Naturally the members of the Pittsburgh Grain & Hay Exchange have protested most vigorously against being required to pay for what they consider the carrier's own delay. The grain must be taken to the elevators for weighing before the railroad can determine the correct amount of freight to charge, and the car must be taken to the elevator for quick unloading. Any demurrage on grain which is delayed solely by the dereliction of the carrier should not be charged up to the shipper.

THE JUDICIARY COMMITTEE of the House of Representatives has begun hearings on the Webb Bill, which is designed to legalize combinations among American exporters who seek to extend the export trade of the United States. Inasmuch as European governments have encouraged close combinations among their manufacturers, for the purpose of capturing the import trade of other countries, it would seem absolutely necessary that American manufacturers be permitted to encourage and combine, if we are to enjoy even as much export trade as we have in the past. The European governments have done everything to encourage the exporters, while the American government has been eager to regulate the would-be exporters of the U. S. It is gratifying to note that our congressmen are beginning to recognize the need of encouragement.

FREIGHT CLAIM AGENTS who offer to compromise claims for grain lost in transit by allowing 50% of the claim, need to be given a severe jolt to force them to abandon their 50% proposition. If a shipper's claim is right he is entitled to every cent of it. If it isn't right he doesn't want a cent of it. Compromising claims by paying 50% is not a fair adjustment and should not be accepted by any man who believes in the fairness of his claim for grain lost from carriers cars. Another deduction which every shipper should stoutly oppose is the deduction of $\frac{1}{8}$ or $\frac{1}{4}$ of 1% on the entire load, to allow for so-called "natural shrinkage." Grain does not shrink by rule, and it is not necessary that carrier should discriminate against short distance shipments of old dry grain in favor of long distance shipments of new damp grain. The rule is inequitable and anyhow the courts have decided frequently that the railroads cannot force dockage for shrinkage unless shrinkage of the shipment under consideration is proved.

SHIPPERS WHO fail or neglect to send receiver prompt advices of the car number, initial, quality and amount of each shipment, oftentimes pay dearly for the oversight. The receiver is in much better position to handle the grain advantageously if he knows in advance of its coming when he may expect a certain number of bushels of a certain quality of grain. Shipping notices are not expensive and are worth to the receiver many times what they cost the shipper.

THE EFFORTS of an Indiana elevator operator to beautify his surroundings by means of a little landscape gardening has resulted in the entire town getting the beautification fever, with the prospect that a professional landscape gardener will be employed to look over the town and arrange for its permanent improvement. The elevator which is provided with artistic surroundings will prove far more attractive to the average farmer and it may be that some others will market their grain at the beautified elevator simply for the privilege of inspecting its flowers and shrubbery. What are you doing?

SHORTAGES OF small amounts of oats from an Iowa elevator caused an elevator manager so much worry that he shot himself. While the aggregate shortage was small, the worry resulting from the wrong doing was large enough to crush a man. While this manager had the temporary use of funds which did not belong to him, he soon lost all as the result of his stealing. If he had confided to his employers that he was in need of money, no doubt a temporary loan would have been granted him. The strong moral which can be drawn from his wrong doing should prompt other managers to stick close to the straight and narrow path.

THE BEGINNING of the movement of the new crop is an excellent time to begin charging a reasonable fee for storing grain for growers. If all elevator men would insist upon charging 1/10th of a cent a bushel each day, and issue to all a storage receipt in which it was shown that the elevator man was insuring the grain for the benefit of the owner, few objections would be made to the pittance asked for the service. By issuing such a storage receipt, the elevator man would help to relieve the congestion of his storage room and prevent misunderstandings and disputes regarding his liability for the grain, in case of fire. Many elevator men have lost more than the value of grain burned in defending their bank account from the grasping greed of the farmer whose grain was stored free of charge. No elevator man can afford to store grain free. The service costs him real money and he should insist upon being compensated for his outlay of capital and labor.

FARMERS OF the Pacific Coast continue to hold meetings, to consider the advantages of marketing grain in bulk, and it now seems certain that the high price of bags will force the building of more bulk handling facilities this year than ever before. This will surely result in the ultimate abandonment of handling grain in bags on the Pacific Coast. When the country grain dealers have provided modern facilities for handling bulk grain, they, as well as the farmers will be able to market the crops at much less expense and labor and far more satisfactorily.

WRITTEN CONTRACTS have protected country buyers from losses so frequently that they are becoming more and more popular with elevator men everywhere. The grain grower who really intends to deliver grain sold, never hesitates to put his intentions in writing. This protects him against any misrepresentation of what his intentions were and at the same time protects him against default on the part of the buyer. When contracts are in writing, the opportunity for misunderstandings and bitter disputes are reduced to a minimum and it is far better for all concerned.

BRITISH MILLERS have had so much trouble with the poor winter wheat of our 1915 crop that the National Ass'n of British & Irish Millers has adopted a resolution demanding a change in the grain contract, in fact they are so determined not to take any more of the poor wheat of last year's crop that they are threatening to boycott all importations of American winter wheat unless U. S. exporters will remove the clause in the grain contract which permits the admixture of 10% of old wheat. Regardless of their protest it seems very probable that the poor wheat left over from last year will be worked off on the millers.

THE RAILROADS are suspected of discriminating in favor of some shippers in the adjustment of freight claims for loss and damages, and the Interstate Commerce Commission has decided to make an investigation into the rules, regulations and practices followed by the carriers in making such adjustments of claims in connection with shipments of grain and grain products. Hearings will be held at different points, with a view to learning whether the railroads do use their claim departments for the purpose of discriminating for or against any shipper. Judging from the inquiries received from grain shippers in different parts of the country, the railroads have been persistently and perversely refusing to pay thousands of just claims of grain shippers. The hearings planned by the commission will give them an opportunity to show where they have been discriminated against by the autocratic claim agent. Rite the Commission.

Uniform Grades Near at Hand.

Ever since the exhibition of type samples of the different grades of grain, made by the grain inspectors of many different markets at the Des Moines Convention of the National Ass'n in 1901 disclosed wide discrepancies, the trade has been working to bring about uniform rules and uniform gradings. It did not take long to cut the indefinite, elastic, ambiguous and unreasonable terms out of the pioneer rules for grading, but all attempts to bring about uniform grading under the uniform rules failed, for lack of some central authority to supervise the grading of the different inspection departments and unify their practices.

The Grain Standards Act now pending before Congress is designed to overcome this difficulty, and to bring uniformity both of rules and gradings. With all inspectors working under the same rule and their work supervised and kept up to the same standard by federal supervisors, it will be easier than ever before for men in the grain business to have the same conception, the same understanding of what is meant by a specific grade, and it will also be easier for anyone to obtain grain of exactly the grade called for by the inspection certificate.

By establishing uniform grades and uniform inspection thruout the land, trade between dealers of different sections, as well as trade between dealers of this and foreign lands will be greatly simplified and fostered, because it will be easier than ever before for buyers to get what they wanted, and what their certificates call for. Representatives from different grain trade organizations are now in Washington, working with the conference committee, in an effort to correct several objectionable amendments made to the Grain Standards Act, by men who desire to kill rather than to improve the bill.

The principal objection raised to the amended bill by the dealers who have been working for it is that the establishment of an Appeals Board at a distant point would be impracticable, as disputes would result in so much delay as to cause a greater loss than would result from the erroneous grading. New grain, if it contains much moisture, or is dirty, must be moved quickly, as any delay in unloading is likely to result in deterioration. The bill finally reported out of the conference of the two houses will no doubt be free from these impractical amendments tacked onto it by the scheming politicians.

THREE LARGE CONCRETE tanks are all that remain of a large malting plant at West Bend, Wis. The frame structure went up in smoke, but the concrete tanks stand ready for business and protected their grain contents from the heat of the blazing buildings all about them. It costs little more to construct buildings of concrete than of wood, but the cost for upkeep and insurance offsets the increased first cost several times over.

Little drops of oil,
Little grains of dust
Make a dirty elevator,
Clean 'er up or bust.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Get on Good Terms with Competitor.

Grain Dealers Journal: Cut-throat competition between grain buyers by overbidding and overgrading surely does not make for any permanent benefit.

The thing to do is to get on good terms with the other grain dealer, and be square enough to respect his prices even if he gets some grain, and he will be likely to return the compliment. Then both can do business, and what is more, can make some money.—G. A. Graham, Lancaster, O.

Do You Know Your Own Business?

Grain Dealers Journal: Please pardon the above caption. But I am prompted in submitting the question on account of the apparent indifference of numbers of grain dealers to the charge made that they are robbing the farmers of their several communities in exacting unreasonable margins of profit in the purchase of grain.

Promoters, having their own interest in view only, have made the statement that the cost of handling grain through an elevator is only 1c per bushel. Many farmers accept this statement as true, and invest their money in elevator property to find out later that the statement is false. The writer believes that dealers should refute all such statements, and we know of no better way than to show the several items of expense of operating an elevator. Of course, the greater the volume of business the less the cost per bushel for handling. Let us see what the cost of handling one thousand bushels of grain is:

Salary for operator or owner.....	\$ 900.00
Salary for extra help, 3 months.....	200.00
Insurance on plant, \$5,000 @ \$1.30.....	65.00
Insurance on grain, \$5,000 @ \$1.30.....	65.00
Taxes.....	45.00
Gasoline at 75c per thousand bu.....	75.00
Incidentals, telephone, telegraph, etc.....	75.00
Annual traveling expenses.....	75.00
Inspection and weighing.....	160.00
Commission on half purchases.....	500.00
Repairs on plant, 3%.....	150.00
Depreciation on plant, 3%.....	150.00
Interest on investment at 4%.....	300.00
Interest on money used in business.....	240.00
	\$3,000.00

Can you take any exceptions to the above itemized statement of cost? But this is not all we must add to the above; we must add misgrading and loss from shrinkage. We can only estimate this loss as it is greater some seasons than others. Loss from misgrades and shrinkage will amount to at least 1/2c per bushel and you may consider yourself fortunate if it is not greater. Then the total cost of handling one hundred thousand bushels of grain has been \$3,500.00, or 3 1/2c

per bushel. Out of the operator's salary of \$900.00 per annum, he is supposed to contribute to charitable work when called upon.

Dealers owe it to themselves and to their businesses to refute the false statements made that they are robbing the farmers.—E. J. Smiley, Topeka, Kan.

Car Shortage in Kansas.

Grain Dealers Journal: Usually at this time of year every siding is full of empties, but there are exceptions to all rules and at this early stage dealers are being compelled to wait a day or two for all cars.

As the grain begins to move dealers are realizing the seriousness of the present car shortage. If business is so good with the railroads could they not afford a few new cars?—G.

Insurance Schedule Should Be Based on Business Methods and Physical Hazards.

Editor Grain Dealers Journal: Mr. Insurance Man takes a rap at my schedule of rates as applied to the man in the grain business rather than a rate applied to the property as now in practice by the insurance companies.

A new thought is always ridiculous to the old fog of fifty years' experience in business and he admits that the schedules as now applied are the work of fifty years, but when analyzed one comes to the conclusion that not much grey matter has been expended or much improvement made in such a great length of time. Let us take the average country elevator and see just what the charges are from an insurance standpoint and then see what the losses are from these causes.

Rates for Country Elevators.

Basis.....	1.75 equals	41.15% of total rate
Power.....	.50 equals	11.8% of total rate
Belt.....	.10 equals	2.3% of total rate
Roof (shingle).....	.50 equals	11.8% of total rate
Iron clad.....	.10 equals	2.3% of total rate
Foundation.....	.10 equals	2.3% of total rate
Sheller.....	.25 equals	6.0% of total rate
Cleaner.....	.10 equals	2.3% of total rate
Mill.....	.25 equals	6.0% of total rate
Fan.....	.10 equals	2.3% of total rate
Exposure.....	.50 equals	11.8% of total rate

	4.25	100.00
Credits.....		
Man lift.....	.10	2.3
Lightning rods.....	.10 .20	2.3 4.6
	\$4.05	94.9

The Mutual Fire Prevention Bureau of Oxford, Mich., reports for the year 1915 177 fires as follows:

Cause.	Amount	Loss.	Percent.
Cause not stated.....	64	\$502,871.59	\$2.0
Unknown.....	54	255,929.32	4.1
Shingle roof.....	1	38,000.00	3.5
Hot box.....	4	32,925.00	3.1
Cleaners.....	1	28,000.00	1.2
Lightning.....	22	17,948.50	1.0
Incendiary.....	3	11,000.00	.8
Sparis from stacks.....	2	9,868.00	.9
Elevator head.....	1	9,000.00	.8
Railroads.....	8	7,991.59	.4
Exposure.....	9	4,139.56	.3
Dust explosion.....	1	2,950.00	.2
Power plant.....	1	2,450.00	.05
Overheated stove.....	1	500.00	.015
Lantern.....	2	150.00	.01
Boiler.....	1	100.00	.005
Engine room.....	1	50.00	.0005
Shaft through bin.....	1	25.00	
Total.....	177	\$923,898.56	99.4805

Analyze results for one year's business. I will admit this is not complete enough to form any definite opinion, but it will give some idea as to the equity of the present rating system. The basis rate should be enough to cover all causes of fires except those for which a deficiency

charge is made. The present rates charged and the loss ratio as reported by the Bureau compares as follows in percentage to the whole:

Charges.	Loss.
Basis.....	41.15% \$5,265.5%
Power.....	11.8 .215
Belt.....	2.3 None
Shingle roof.....	11.8 5.1
Iron clad.....	2.3 1.9
Foundation.....	2.3 None
Sheller, cleaner, mill and fan.....	16.6 6.6
Exposure.....	11.8 .4
	100% 100%

From this table it would appear that the insurance companies have not even made a good guess on a single item in their schedule with the two exceptions of the lightning and shingle roof hazard.

Now, honestly, Mr. Insurance Man, what is known about machinery, exposure, power, belt and foundation hazards?

If the 1915 losses are anywhere near an average it would seem to be possible to figure the human element chargeable with almost 85% of the fire loss in mills and elevators. If this is true, then my schedule is nearer right than that now in force, which is based upon construction and machinery charges entirely.

There is an invisible loss in all business and the proposed schedule provides for that by making a charge of 19% of the total as a basis rate of \$1.00. It also provides for a 19% charge for machinery. This gives a working margin of 4% over machinery losses last year.

Incendiarism amounted to 1.2% of the total loss last year, and in my proposed rate, under the head of "Grouchy with help and customers," I make a charge of 1.9%. Now add to this 5% for shingle roof, 2% for iron cladding and 3.1% for exposures and you have 50% of the charge, which leaves 50% for human element. The other items all have a bearing on the human element in business and I covered most of them in my first letter.

However, Insurance Man asks in regard to two in particular, as follows: "What relation is there between knocking competitors and fire losses and between failure to read trade papers and fire losses?" I am surprised at the first question as insurance men say that fully 50% of the loss is due to moral hazard, whatever that is. I understand they mean incendiary. Now, what causes incendiary fires? Nothing but "bad blood" between competitors, which produces bad business practices and therefore losses in business and dissatisfaction and dissension in every phase of the business and finally the owner or some one else determines to put an end to it by burning the property.

The man who does not read the trade papers does not keep up to date in the business. He does not know what causes fires, does not know what to do to prevent them and in case of fire does not know how best to handle his salvage. He never adds a piece of new machinery that will help him in his business and never adopts new methods in his business. Finally he passes into the old foggy class and becomes dissatisfied with himself and his business because some live wire steps in and takes his business away from him. Then the insurance companies have a line of insurance on their books on a piece of property worth perhaps 50 cents on the dollar that some day burns and other live dealers have to pay the loss.

I could go on and on with this discussion, but what's the use? Mr. Insurance Man, who is grounded in his business of fifty years, will not accept a new thought

nor will he do anything to bring about better methods in a business that he is so vitally interested in.

If he would apply the acid test of better business to his insurance risks I am sure he would have fewer fire losses and it would be the means of bringing home to the man in business the responsibilities of his business.—Old Grain Man.

Many Varieties Against Bulk Handling.

Grain Dealers Journal: The main trouble with handling grain in bulk in Idaho is the fact that so many varieties of grain are grown. We have 19 kinds of wheat, several of oats and not a few varieties of barley. Nevertheless we intend to build a real elevator next spring and handle grain the way it should be handled—Farmers Warehouse Co., Peck, Idaho.

Omaha Future Delivery Market Re-established.

Country shippers often find it best to make their hedges against grain contracted from farmers in the same market that they ship the grain to, as the whole proceeding is simplified and the cash and futures keep a more even pace in the same market.

At Omaha this has been impossible as there was no market in which to sell futures; but on July 5 the Grain Exchange inaugurated a future delivery market, and Sec'y F. P. Manchester writes that trade has been steadily increasing. A full fledged clearing ass'n has been organized to clear the future trades, and none but members of the clearing ass'n are permitted to clear trades, which makes for the greatest security in a fluctuating market.

An innovation found nowhere else is the unit of trade for oats features, 1,500 bus., established to suit the convenience of the country shipper whose carlots will average around that quantity, rather than an even thousand as in the case of wheat. While the regular business in wheat and corn is in 5,000 bus. lots, members are permitted to trade in 1,000 bus., and the commission charge is made as low as the lowest in any market in the United States, only $\frac{1}{8}$ cent per bushel. No shipper need hesitate to send in his order for a small hedge of 1,000 bus., for it is profitable to the commission broker who gets any considerable number of the small orders.

A NORTH DAKOTA politician is seeking to break into the governor's chair by declaring in favor of state ownership of packing plants, grain elevators and we presume anything else which will catch the votes. The scheme is as impracticable as any presented by the politicians during recent years. For many years the politicians of that state have been scheming to build terminal elevators, not because anybody was dissatisfied with the handling of their grain thru the terminal elevators of Duluth or Minneapolis, but because the politicians wanted something to enthrone the grain growers with, and this scheme sufficed. What next?

Coming Conventions.

Aug. 3.—Michigan Hay & Grain Dealers Ass'n at Battle Creek.

Sept. 25-27.—Grain Dealers National Ass'n at Baltimore, Md.

Asked— Answered

[Readers who fall to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Book on "The Grain Business"?

Grain Dealers Journal: Where can I obtain a copy of a book entitled "The Grain Business as a Profession," by M. E. Lewis, copyright, 1910?

Will a reader of the Journal please recommend to me some book on this subject that has met general approval?—A. H. Bock, Box 348, Minot, N. D.

Bushel Weight of Popcorn?

Grain Dealers Journal: What is the legal weight of a bushel of popcorn?—F. G. Barton.

Ans.: A few of the states specify the legal weight of a bushel of popcorn. In Indiana it is 56 lbs., the same as Indian corn; in Iowa 56 for shelled and 70 for ears; in Tennessee 70 lbs. Ohio has a weight of its own, 42 lbs. being a bushel of popcorn, in the ear. Kansas and Nevada prescribe a weight of 56 lbs. for a bushel of rice corn.

Claim After Accepting Shipment?

Grain Dealers Journal: On a shipment of hay to a point which is inspected and accepted, can the buyer make a claim on account of the grade if reshipped?—F. H. Brown.

Ans.: Shipments of hay or grain when once accepted cannot later be rejected, unless it is clearly proved that the shipment was plugged. The shipper who indulges in fraud or deception of any kind in securing the acceptance of any commodity cannot expect the courts to assist him in enforcing the acceptance after the fraud has been detected.

Hedging?

Grain Dealers Journal: Will the Journal please explain to me hedging in its many ways and forms, as I don't quite understand it?—Melville Maxwell, mgr. Farmers Elevator Co., Francesville, Ind.

Ans.: Elsewhere in this number is an excellent article by E. R. Stripp on hedging. In May 25 number, was an article on "Protection in Hedging," by Jas. H. Sherman, sec'y Wichita Board of Trade, and in Oct. 25, 1915, number was an article on "Hedging as an Insurance Against Rise or Fall of Prices," by G. A. Wegener of Chicago.

Buyer or Shipper to Get Rate Reduction?

Grain Dealers Journal: Last February we bot a car of cotton seed cake from Little Rock, Ark., basis delivered to our Texas headquarters. We ordered this car shipped to a point taking a lower rate. Are we not entitled to this freight difference.—Morris & Co.

Grain Dealers Journal: Answering Harris & Co. I would say that, points of origin and destination both being established, on a sale basis delivered at a certain point, the buyer is entitled to the difference in the freight rate when the car is ordered to a point taking a lower rate.—H. A. Rumsey of Rumsey & Co., Chicago, Ill.

Cancellation of Lease?

Grain Dealers Journal: The railroad company wishes to get our coal sheds out of the way at Wheeler, Kan., so that another company may build an elevator. The lease runs for one year and specifies that the company may cancel on 30 days' notice. Will this hold good?—C. R. Henry, mgr. Equity Exchange, Goodland, Kan.

Ans.: A lease for one year, not containing privilege of renewal, is good only for one year; and party accepting a lease giving lesser privilege of cancelling on 30 days' notice is bound thereby and must move off on request.

Elevators for Argentina.

Consul Wm. Dawson, Jr., writing from Rosario, Argentina, reports that the firm of Vollenweider Bros. has received a concession for the erection and operation of 22 country elevators, all but one in the Province of Santa Fe, the construction to be by an American company.

The Rosario district already possesses four elevators at interior points with capacity of 60,000 to 200,000 bus., one containing the first grain drier installed in Argentina, and all built by an American company. The house at Zavalla has a capacity of 100,000 bus., and can receive and load 100 tons per hour.

Congress still has before it the bill presented Sept. 18, 1915, for an issue of \$21,000,000 bonds for elevator construction. The construction of these houses has been taken up by the government with the John S. Metcalf Co., of Chicago, and Montreal; and MacArthur Bros., New York. Just before the outbreak of the war J. & M. F. Robinson of Chicago submitted a proposition for the erection of 150 district elevators of 30,000 bus. capacity each.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

R. I. A. L. 30853 passed thru Shipley, Ia., July 17, leaking wheat at side of car. Sheathing was loose at the sill of the car. Had no chance to repair as it passed.—C. V. Norris, agt. Central Iowa Grain Co.

C. N. W. 112160 passed thru Grand Junction, Ia., July 9, leaking corn badly at corner.—R. M. Reinertson, Des Moines, Ia.

Hocking Valley 10116 passed thru Utica, S. D., July 9, leaking wheat on side. I repaired the car and stopped the leak.—Ed Koenig, of Koenig Elvtr. Co.

V. P. 121322 at Maroa, Ill., July 3, east-bound, was leaking yellow corn thru a hole about 2 in. in diameter, about 2 ft. from bottom of car and next to the doorpost. Noticed this while Vandalla local was picking up a car at our elvtr. This car came from west of our station. I stopped leak the best I could, while train was pulling out, and notified the station agt. about it.—C. W. Gober, agt. Shellabarger Elvtr. Co.

G. N. 14634 passed thru Hamlet, N. D., June 14, leaking wheat slightly at side door. As much as 10 lbs. leaked out while standing. Reported to station agt.—M. S. Kneisel, of Kneisel Bros.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

ARKANSAS.

Fort Smith, Ark., July 19.—Wheat and oats are grown here in a small way, but the crop was very short this season. A period of very hot weather is doing damage to the corn crop.—Arthur G. Lee.

IDAHO.

Peck, Ida., July 17.—Crops looking great; acreage decreased; beans are a valuable crop this year.—E. E. Hoge, of Farmers Warehouse Co., Ltd.

Jerome, Ida., July 11.—This section, together with other parts of the Snake River Valley of southern Idaho have prospects for the largest production of grain in the history of the country. Despite the heavy frosts of May and the lateness of the season the crops have responded to the present fine weather conditions beyond all expectations. An abundance of water for irrigation will insure crops. There is a large increase in acreage of wheat.—Wm. Wagner, mgr. Jerome Milling & Elevator Co.

ILLINOIS.

Bloomington, Ill., July 17.—Corn and oats thru this country look fine.—Martin Wade.

Galton, Ill., July 21.—Corn looking fine; had good rain; oats all cut and look best I ever saw.—F. W. De Hart.

Arcola, Ill., July 17.—Oats will yield from 40 to 50 bus. to the acre in this locality, and seem to be of good quality.—J. M. Ernst of J. M. Ernst & Son.

Galva, Ill., July 13.—Corn is about up to the general average of other years. Oats are beginning to turn. The hot dry weather and rust will make the crop here considerably lighter than was expected.—E. L. Compton.

Yorkville, Ill., July 25.—The oats acreage is normal, the yield will be large and grain of good quality. Corn is looking fine but it must have rain soon. Farmers are holding back 20% of last year's oats and corn.—L. J. Jeter.

Springfield, Ill., July 24.—Very hot and dry; much apprehension is felt for the growing corn crop; so far it has stood fairly well, but it is now coming into tassel and we realize the possibility of damage.—John H. Lloyd & Co.

Red Oak, Ill., July 18.—Small grain looking good. Some barley cut. Owing to excessive heat of past few weeks grain will be somewhat lighter in weight than in 1915. Shortage of the 1915 corn crop will cut down receipts of small grain and corn this year.—C. A. Phillips, agt. B. P. Hill Grain Co.

Oneida, Ill., June 13.—Corn crop in this vicinity looks very promising, tho it is late. Oats are in fine condition and yield will be 60 to 90 bus. per acre. Some reports of rust, but not unusual. Farmers are laying by their corn, and some are nearly ready to cut early oats.—Dewitt De Forest, ass't mgr., L. B. DeForest.

Decatur, Ill., July 19.—The wheat acreage cut in Illinois is 71%; estimated average yield per acre, 18 bus., comparing with a 51% acreage last year and a 58% yield. Condition of oats compared with last year at this time, 92%, estimated yield per acre 40 bus. Corn condition compared with last year, 93%.—E. B. Hitchcock, sec'y Illinois Grain Dealers Ass'n.

Manito, Ill., July 18.—Wheat now coming in is of fine quality. The yield is not as large as expected, making from 8 bus. up. Oats is being cut, and will be light in weight, owing to the extreme hot weather, which caused it to ripen unnaturally. Corn is being damaged by the drought, and extreme heat which has prevailed here for four weeks.—A. R. Harbaugh, mgr. Smith-Hippen Co.

Plano, Ill., July 25.—We will be thru cutting oats this week and are sure of a large crop of good grain. Farmers holding about 20% of last crop. I have shipped in corn to supply feeders for the first time during the 18 years I have been here.—C. E. Jeter.

INDIANA.

Wabash, Ind., July 18.—Wheat yield 15 to 25 bus.; tests 58½ to 59 lbs.—Morrow Grain Co.

Bluffton, Ind., July 22.—We do not expect to have much wheat, but the outlook for oats and corn is good.—Studabaker Grain & Seed Co.

IOWA.

Davenport, Ia., July 17.—The present outlook here is excellent for most crops.—J. F. Dow, Davenport Elevator Co.

Davenport, Ia., July 17.—We look for a fine crop. Corn is waist high in spite of wet weather this spring.—Merchants Elevator.

Dinsdale, Ia., July 10.—Corn is somewhat behind where it should be here at this time of the year. Barley and oats look good.—Dinsdale Grain & Elevator Co.

Shipley, Ia., July 19.—Early oats are good. Late oats spotted. Some fields are filled well, other fields 30% damaged by heat. Corn is up to normal; some fields in tassel.—C. V. Norris, mgr. Central Iowa Grain Co.

Des Moines, Ia., July 18.—Corn is growing very rapidly and the crop is in fine shape. Tassels are beginning to show in the early planted fields. Late oats would be benefited by rain.—Iowa Weather and Crop Service Dept. of U. S. Agricultural Dept.

Rodney, Ia., July 17.—Corn is doing fine, and if we do not have hot winds there will be a fine crop. Spring wheat filled very poor, winter wheat is good, but was very thin on the ground, so do not look for very large yield.—A. B. Doolittle of Neola Elevator Co.

KANSAS.

Traer, Kan., July 22.—Our wheat crop is going to be of fine quality, and will average 1 to 12 bus.—W. B. G.

Perry, Kan., July 12.—New wheat now coming in tests 61-62 lbs., averaging 30 to 35 bus.—R. A. Yost, Farmers Elevator Co.

Voda, Kan., July 10.—Wheat will be of good quality and will average 12 to 14 bus.—J. Griffith, mgr. Trego County Co-op. Ass'n.

Herndon, Kan., July 22.—Wheat will average about 12 bus. and will be of good quality.—David Walsh, mgr. Herndon Grain Ass'n.

Collyer, Kan., July 10.—Our wheat will be good quality and will average 10 to 12 bus.—E. M. Black, mgr. Trego County Co-op. Ass'n.

McDonald, Kan., July 20.—Our wheat will average 15 to 18 bus., and will be of good quality.—H. E. Urban, mgr. McDonald Equity Exchg.

Beardsley, Kan., July 20.—Our wheat will be of good quality, and will average about 15 bus.—W. O. Powell, mgr. Beardsley Equity Merc. Exchg.

Clafflin, Kan., July 17.—New wheat just starting to come in. Quality is fine and average is about 15 bus.—E. G. Hardten, mgr. Farmers Elevator Co.

Oxford, Kan., July 19.—Grain is now threshed here, and is in the very best condition with mostly satisfactory yields.—Oxford Mill & Elevator Co.

Grainfield, Kan., July 11.—We will have extra good quality wheat and the average yield will be 15 to 18 bus.—E. H. Drake, mgr. Farmers Co-op. Bus. Ass'n.

Colby, Kan., July 22.—Wheat will average about 15 bus. Thomas County has 140,000 acres. Average for county about 10 or 11 bus. per acre.—E. V. Snell.

La Crosse, Kan., July 12.—Everybody united in belief that this is best grade of wheat Kansas has seen in years; get reports of samples testing 61 and 62 lbs. every day.—G.

Holyrood, Kan., July 17.—We are getting fine new wheat testing 61-63 lbs. Threshing on in full blast and average is close to 15 bus.—Sherman Andrea, mgr. Holyrood Grain & Supply Co.

Cedar Bluffs, Kan., July 22.—Part of our wheat was listed up but the balance will be of good quality, and will average 10 bus.—D. T. Deeker, Mgr. Cedar Bluffs Co-op. Equity Exchange.

Marquette, Kan., July 14.—New wheat is on the market all along the line, and with the exception of Genesee it is testing 61-65. Wheat about Genesee hit by fly, and only tests 55-60.—W. B. G.

Herndon, Kan., July 22.—New wheat just starting to move. Quality is best I have seen in years, and average will be about 12 bus. per acre.—David Walsh, mgr. Herndon Grain Ass'n.

Bird City, Kan., July 20.—Our wheat will be of finest quality and will average from 15 to 18 bus. to the acre. We have a little larger acreage than usual.—L. B. Kilmer, ass't mgr. Bird City Equity Merc. Exchg.

Assaria, Kan., July 17.—Wheat making from 4 to 40 bus.; testing from 60 to 63 lbs.; early corn tasseling out; hot and dry; serious damage if no rain in a day or two.—John E. Hughes, mgr. Farmers Elevator Co.

Wakeeney, Kan., July 10.—We have some of the best wheat in the state, both in yield and quality. Samples testing 61 lbs. and averaging 18 bus. to the acre are being brot in.—L. P. Davis, mgr. Trego County Co-op. Ass'n.

Bushton, Kan., July 17.—We are somewhat disappointed on the yield per acre for wheat which has dropped to 7 or 8. Fly and dry weather and hail doing the damage. Quality is good, however, on that which is being brot in.—Bushton Grain & Supply Co.

Topeka, Kan., July 21.—Ideal weather prevailed for the harvesting of wheat, and this work has been finished in all parts of the state except in a dozen counties or so in the northwest, where a fourth to a third is yet to cut.—J. C. Mohler, sec'y Kansas State Board of Agriculture.

Topeka, Kan., July 21.—In ¾ of the state yields of wheat are turning out better than anticipated, while in the southeast quarter the yields have failed to come up to anticipations. Should threshing returns continue to surpass expectations, the 90-million-bushel pre-harvest estimate of a month ago will probably be exceeded by the final, after-threshing estimate, in the fall. A gratifying feature of the crop is the extra good quality of the grain, the growers generally reporting the berries plumb and uniform, and testing high, except in the southeast quarter where, in a majority of the counties, the wheat averages a medium grade. In a general way, the outlook for corn is most favorable in the northern half of the state. Twenty-three of the 33 counties with average conditions of 80 or more are in this territory, and 16 of that 23 are in the northeast quarter. The highest condition, 90, is reported for Doniphan. Jewell, leading with more than 200,000 acres in corn, is rated at 88, or 13 points above the average for the state. The other counties in the northern tier east of Jewell have conditions of 80 or above, as do the adjoining counties, excepting Jackson. The least promising prospects are in the south-central counties of Sedgwick and Sumner, with conditions of 52 and 59 respectively. In the western half of the state the fields are generally clean, but in the eastern counties much corn is weedy owing to lack of opportunity to cultivate. While corn responded rapidly to the warmer weather and sunshine of the past month, present soil conditions in most localities are unfavorable for growth and rain is badly needed throughout all portions of the state. The state's acreage of oats is about 1,465,000 acres, and on this correspondents suggest a prospective yield per acre of 21.6 bushels, or a total of approximately 32 million bushels. The best acre-yields are in the northeastern counties. In a half dozen south-central counties, including Sumner, Sedgwick and

Harper, important in oats acreage, the crop was practically a total loss, principally owing to damage by the green bug.—J. C. Mohler, sec'y Kansas State Board of Agriculture.

MICHIGAN.

Elwell, Mich., July 19.—Wheat about ready to harvest; oats will follow closely.—W. L. Hutchinson, mgr. Elwell Elvtr. Co.

MINNESOTA.

Fairbault, Minn., July 20.—Crops around here are fine. We were all afraid of corn but last few weeks left as good a stand as we have had. Just ready to cut rye.—P. C. Krasemann, mgr. Commander Elvtr. Co.

Granite Falls, Minn., July 14.—Farmers report some rust on wheat; also a few white heads. Oats and barley are doing fine considering the bad weather this spring. Corn is coming good on high ground, some hip high now.—Glen Burnett.

Alpha, Minn., July 19.—Oats crop is good acreage. Corn is in good condition, and fairly well advanced. Warm weather has brot out the corn in good shape. Indications point to a fine crop. There is very little barley and flax, but what there is of it is good.—R. L. M.

Minneapolis, Minn., July 20.—Crops, both north and south of Frankfort, So. Dakota, badly damaged by hail last night. Black rust bad from Hitchcock to Houghton. Damage 25 to 50 per cent. Spink and Brown counties, South Dakota, will not have over 50 per cent of last year's wheat crop. This condition is not general but confined to these two counties. Black rust is in evidence elsewhere but no serious damage has been reported. Some reports indicate that the heat has brought crops along so fast that the heads are not filling properly and considerable blight is showing on the tops of the heads. Messages today from North Dakota advise damage by heat and rust, but this condition is not general.—The Van Dusen Harrington Co.

MISSOURI.

St. Louis, Mo., July 20.—Corn fields are promising for good crop.—Chas. E. Prunty.

Avilla, Mo., July 17.—Wheat in Jasper county is making from three to ten bus. per acre. It is poor quality. Oats are good; corn late and foul.—F. D. Holmes, mgr. Farmers Elvtr. Co.

MONTANA.

Cutbank, Mont., July 7.—Crop conditions are excellent here.—J. P. Carter, agt. Greely Schmidt Elvtr. Co.

Medicine Lake, Mont., July 10.—Growing crops look fine; have had plenty of moisture; warm weather for past 10 days has brot plant out wonderfully.—Paul D. Miller.

Ismay, Mont., July 22.—Crops are looking good here and while they will not be as good as last year, they will make a good average yield.—J. W. Wescott, mgr. Farmers Elvtr. Co.

Savage, Mont., July 20.—Our crops are good, that is what was put in on plowed ground, but that which was put in on disked ground, the weeds are getting the best of. We have plenty of rain this year.—A. B. Anderson, mgr. Farmers Co-op. Elvtr.

NEBRASKA.

Elsie, Neb., July 10.—Small grain crop is good where the hail did not strike.—S. E. Kinsey, mgr. Cameron Grain Co.

Davenport, Neb., July 19.—Wheat in this territory is yielding from 19 to 33 bus. per acre, and is of fine quality.—Farmers Shipping Ass'n.

Danbury, Neb., July 22.—This is the best wheat crop we have had in several years. Acreage good, and yield will be about 15 bus.—O. C. Thomas.

Lebanon, Neb., July 19.—Wheat will be of good quality, testing around 60 lbs., but the yield will not be large. Corn is drying up. Badly in need of rain.—H. F. Austin.

Emerson, Neb., July 22.—Grain here is splendid. It still remains hot and dry, but corn is not suffering, and is up with the

season.—I. A. Olmsted, agt. Crowell Lbr. & Grain Co.

Hendley, Neb., July 22.—Wheat acreage is about 20% less than last year, but quality will be good, and average will be about 12 bus.—G. W. Query, mgr. Farmers Business Ass'n.

Randolph, Neb., July 12.—Crops are looking fine in this locality. Oats headed good, and filling well. Corn about 10 to 15 days ahead of last year, with good stand.—H. O. Peterson.

Duncan, Neb., July 18.—It is a little dry for corn but nothing suffering yet. Wheat is fine quality, yield very good. Oats crop is good, and about half cut.—Roscoe Stumbaugh, mgr. Farmers Business Ass'n.

Bellwood, Neb., July 14.—Threshing is on here and wheat was never better, testing 62 lbs. The average is 20 bus. to 35 bus. per acre. The yield of oats is heavy. Corn is going to make a good crop.—Ed. Forsee.

Benkelman, Neb.—Wheat here is going to be of an excellent quality, altho the yield will not be as heavy as last year. It is getting quite dry for corn, but it is not suffering to any great extent yet.—Fred Kockrow, mgr. Benkelman Equity Exchg.

Clarks, Neb., July 24.—Having fine weather for threshing wheat; quality fine, testing 60½ to 63 lbs.; yield a little disappointing; will not average over 18 bus. Oats heavy; fair good yield of 30 to 35 bus. Corn very dry with unfavorable chances at this time.—W. F. Sheppard, mgr. Merrick County Farmers Co-operative Ass'n.

Moorefield, Neb., July 14.—The first new wheat coming in today tested 61 lbs., was bright and a fine red color. We have all hard winter wheat here. The season has been dry for the last 3 weeks, so the wheat is just as clean as can be. The crop is good and will average about 25 bus. per acre, or more. Corn is not suffering, but is not growing as fast as usual. It is in need of rain soon.—James Pearson, local mgr. Shannon Grain Co.

NEW YORK.

Saratoga Springs, N. Y., July 15.—Grain looks fine here.—Saratoga Mlg. & Grain Co.

NORTH DAKOTA.

Dwight, N. D., July 17.—Crops are a failure.—J. E. Rathburn, agt. Monarch Elvtr. Co.

Adrian, N. D., July 15.—Prospects for a good crop are in sight.—O. P. Paulson, Farmers Elvtr. Co.

Davenport, N. D., July 15.—No crops here this summer on account of high water. Very few will get their seed back in this locality.—C. R. Johnson.

York, N. D., July 15.—Crops are looking fine at present. Some reports of black rust, but this is mostly confined to the leaves, and has done no damage yet.—W. H. Jorgenson, agt. Winter-Truesdell-Ames Co.

OHIO.

Ashley, O., July 18.—Very little grain to handle here, as it is too dry.—F. C. Goodrich.

Bluffton, O., July 15.—Oats looking fine; corn good, but needs rain soon.—Bluffton Milling Co.

Sidney, O., July 17.—Oats will make about 25 bus. average per acre here.—Sidney Grain Co.

Sidney, O., July 17.—No threshing yet. Not 10% of a crop of wheat was sown last fall. Corn looking fine. Oats only medium crop. Rye will make 60%.—Farmers Grain & Mlg. Co.

Crestline, O., July 18.—Wheat will make about 15 bus. per acre in this section, or about 75% of a crop. Oats will produce a half crop. Outlook for corn is good in spots, but the yield will be short of last year.—Riester Bros.

Sidney, O., July 17.—Outlook for corn has improved. Will have a good average crop, above the 5 year average. Oats will make an average crop. Wheat in this country is almost a total failure, owing to poor seed and lack of time to prepare

the ground last fall.—E. T. Custenborder & Co.

Curtice, O., July 11.—Wheat that did not winter-kill is good. Crop will average 85% of last year. The new crop is making wonderful progress the last ten days, and will have full crop if nothing happens. Oats are doing fine; about 95% of last year's crop. It will make from 40 to 75 bus. Barley best in years; full 100% of a crop.—H. G. Dehring.

Columbus, O., July 22.—F. H. Tanner, sec'y of the Ohio Millers Ass'n, has just received many crop reports from members of the ass'n reporting that in general throughout the state the wheat crop will average from 60% to 75%, but will be of good quality. Some reports state that the quality was never better than this year. The harvesting is being carried on in most districts, and the tests are good in most cases. The hot weather and good rains are making the corn grow fast, and prospects of a large yield of good quality is anticipated everywhere. Oats are ripening fast in most districts.

Columbus, O., July 1.—Wheat prospects show no material difference from that reported one month ago. The state average is now estimated at 69%, or about 10.3 bus. per acre. Harvest will be late owing to unfavorable weather conditions. Damage by joint worm 2.5%. Oats show an improvement during the past month, the harvest prospect being estimated at 86% based upon 30 bus. per acre representing 100%. Corn is generally small for this time of year, and there is great lack of uniformity of growth owing to the irregularity in time of planting; yet this is a crop which pushes rapidly forward under favorable conditions, and with such from this period, there will be time for the making of a good crop on the area that is up. The comparative condition for the state is estimated at 78% of an average. Damage is reported by the cut worm to the extent of 3.5%, and by white grub worm 2.5%.—G. A. Stauffer, sec'y Board of Agriculture of Ohio.

OKLAHOMA.

Big Cabin, Okla., July 10.—Need rain for corn crop.—C. F. Oelke, agt. R. H. Drennan Grain Co.

Vinita, Okla., July 17.—Crops are burning up here. Oats and wheat are very short; quality good.—C. Freeman, Vinita Mlg. Co.

Chickasha, Okla., July 21.—We had a good rain here that assures us a good corn crop.—F. R. Linton, pres. The Linton Grain Co.

Chickasha, Okla., July 17.—Wheat quality fine; yield fair; continued dry weather beginning to affect corn, which is firing up.—Kitching Grain Co.

Leedey, Okla., July 20.—Wheat a good half crop; quality extra good; other crops fair; need rain.—Geo. A. Logan, mgr. Farmers Union Clearing House.

Camargo, Okla., July 8.—The average crop of wheat per acre so far is about 12 bus. Condition of all spring crops good. There is a large acreage of corn in this territory.—Walter Hunsaker, mgr. Bouquot & Ludwick.

SOUTH DAKOTA.

Kaylor, S. D., July 13.—Crops are in very good condition; corn is in good shape now since the warm weather. Good prospect for a good crop. No black rust seen here yet.—Geo. Boepple, mgr. Till & Koch.

Baltic, S. D., July 20.—Corn is coming along in fine shape. Oats and barley are fairly good, but are showing effects of too extreme heat. The wheat crop is damaged materially from rust and blight.—F. L. Oyan, mgr. Farmers Elvtr. Co.

TEXAS.

Ft. Worth, Tex., July 22.—Wheat acreage cut 71%; estimated yield 18 bus.; acreage compared with last year 51%; yield 58%. Oats condition compared with last year at this time 92%; average estimated weight to measured bu. 29 lbs.; average estimated yield 40 bus. Corn condition compared with last year 93%.—H. B. Dorsey, sec'y Texas Grain Dealers Ass'n.

WASHINGTON.

La Crosse, Wash., July 10.—Grain conditions exceptionally good; acreage about 25% less than last year.—M. E. Stansell, mgr. La Crosse Elvtr. & Produce Co.

WISCONSIN.

Marathon, Wis., July 18.—Grain and hay crops are looking fine here. Weather dry and hot, but we have had two good rains lately. Corn is late but coming fine now.—Paul Rajek, agt. Cereal Mills Co.

Grain Exports Heavy.

NEARLY 1,000,000 bus. of grain, the largest quantity to leave Boston in a single day, left July 11 on four steamers bound for England and France and consigned for the allied troops. The cargoes of these steamers amounted to 36,000 tons, with a total valuation of more than \$3,500,000.

SIX FOREIGN STEAMERS which cleared from the port of Baltimore recently carried cargoes of grain destined to European ports. The fleet included the Norwegian steamships Reidar and Nyland for Cette, with wheat and barley; the Voss with rye and wheat for Bergen, Norway; the Dutch steamship Woutricken, with corn for Rotterdam, Holland; the British steamers Italiana and Es-crick, the former with wheat for Cardiff, and the latter with oats for Bordeaux, France.

HEAVY GRAIN SHIPMENTS from Boston to Europe continue to be the feature of the export trade at that port. During the week ended July 15, about 1,589,000 bus. were taken for overseas ports. The largest single shipment went out on the steamship Vellore for Bordeaux, which took 425,000 bus. of oats for the French government. Other grain carriers were the Devonian, for Liverpool, with 350,000 bus. of wheat, corn and oats; the Eptalofos, for Manchester, 200,000 bus. of wheat; Ultonia, for St. Nazaire, 180,000 bus. of oats; Sagamore, for Liverpool, 134,000 bus. of wheat, corn and oats; Cambrian, for London, 80,000 bus. of wheat; Luceric, for St. Nazaire, 180,000 bus. of oats; Bassano, for Hullfi, Eng., 40,000 bus. of wheat.

Wabash, Ind., July 18.—Wheat movement started today.—Morrow Grain Co.

Des Moines, Ia., July 18.—Practically all of the winter wheat and early oats are in the shock in the southern counties of Iowa, and threshing has begun in a few localities. Harvest has also begun in the central and northern counties and will be general in all sections this week.—Iowa Weather & Crop Service Dept. of U. S. Agricultural Dept.

AN ARRANGEMENT has been entered into by the Baltimore & Ohio, the Pennsylvania and the Western Maryland, to become effective in thirty days after filing of tariffs, on Aug. 1, for the interchange of freight from points local to the rails of either without the payment of switching charges. As these now range from \$12 to \$30 a car, it will be appreciated that many thousands of dollars will be annually saved to shippers and consignees.

Exports of Grain Weekly.

	Wheat.	Oats.
	1916.	1915.
July 4, '14, to July 3, '15.	314,473,000	192,348,000
July 3, '15, to July 1, '16.	101,585,000	17,702,000
July 8: 7,071,000	1,890,000	2,570,000
July 15: 7,963,000	2,049,000	4,299,000
July 22: 8,327,000	1,548,000	3,411,000
Total: 23,361,000	5,487,000	10,280,000
		7,919,000

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

ILLINOIS.

Bloomington, Ill., July 17.—Oats cutting began today.—Martin Wade.

Galva, Ill., July 13.—Oats harvest is only a few days off.—E. L. Compton.

Manito, Ill., July 18.—Great deal of old wheat in the farmers hands, also considerable old corn.—A. R. Harbaugh, mgr. Smith-Hippen Co.

Chicago, Ill., July 11.—Two cars of No. 2 hard winter wheat were received today, the first arrivals of the crop of 1916 and from southern Kansas.

Decatur, Ill., July 19.—The average amount of old corn back in the farmers' hands in Illinois is 8%.—E. B. Hitchcock, sec'y Illinois Grain Dealers Ass'n.

KANSAS.

Salina, Kan., July 15.—Threshing is on in full force all over this territory, but farmers are not moving much grain.—W. B. G.

Hutchinson, Kan., July 7.—The first carload of wheat for the 1916 crop was received yesterday. It came from Pawnee County and tested 62 lbs.—Kemper Grain Co.

MINNESOTA.

Albert Lea, Minn., July 19.—Harvesting of early oats has already begun here.—R. L. M.

Minneapolis, Minn., July 19.—The rye harvest has commenced in Minnesota and So. Dakota.—The Van Dusen Harrington Co.

MISSOURI.

Avilla, Mo., July 17.—Not much wheat moving. It is being held for higher prices.—F. D. Holmes, mgr. Farmers Elvtr. Co.

NEBRASKA.

Lebanon, Neb., July 19.—Wheat is nearly all harvested.—H. F. Austin.

Elsie, Neb., July 10.—Harvest begins today, and will be in full blast soon.—S. E. Kinsey, mgr. Cameron Grain Co.

Tecumseh, Neb., July 11.—No new wheat up to date. All thru harvesting wheat here, and this week will finish the oats.—W. L. Bauton.

Emerson, Neb., July 22.—Harvest is in full blast here, and threshing will begin in a few days.—I. A. Olmstead, agt. Crowell Lbr. & Grain Co.

NORTH DAKOTA.

Adrian, N. D., July 15.—The rye harvest will commence in about 10 days.—O. P. Paulson, Farmers Elvtr. Co.

OKLAHOMA.

Chickasha, Okla., July 17.—Wheat threshing about over.—Kitching Grain Co.

Chickasha, Okla., July 21.—About 60% of the wheat in this section has been threshed and marketed. Very little wheat will be held back, if the present high prices are maintained.—F. R. Linton, pres. The Linton Grain Co.

TEXAS.

Ranger, Tex., July 10.—Shipped about 150 cars grain last season and expect to ship same this season.—John M. Gholson Co.

Ft. Worth, Tex., July 22.—About 8% old corn in farmers hands.—H. B. Dorsey, sec'y Texas Grain Dealers Ass'n.

WASHINGTON.

La Crosse, Wash., July 10.—About 25% of last year's crop still in the warehouse here unsold; all holding for higher prices.

If this wheat does not move soon, it will make storage facilities short this year.—M. E. Stansell, mgr. La Crosse Elvtr. & Produce Co.

Shipbuilding in the United States Rapidly Increasing.

Shipbuilding in the United States has assumed considerable proportions, this country being the foremost shipbuilding country in the world for the first time in 1916.

The Bureau of Navigation, Department of Commerce, reports 1,030 vessels of 347,847 gross tons were built in the United States and officially numbered during the fiscal year ended June 30, 1916, compared with 1,266 vessels of 215,711 gross tons during the fiscal year ended June 30, 1915. These comprise 926 wood vessels, including 47 sailing, 594 steam and 285 unrigged; also 104 metal vessels of which 86 were steam and 18 unrigged.

The seaboard yards have built 35 large steel merchant steamers aggregating 191,859 gross tons, the largest merchant steel output in their history. Of these, 21 steamers are each over 5,000 gross tons, the largest being the steamer H. H. Rogers of 10,050 gross tons, and 14 are between 3,000 and 5,000 gross tons each. Of these steel ocean steamers, 24 of 138,858 gross tons have been registered for foreign trade, 8 of 34,386 gross tons enrolled for the coasting trade, one, the steamer Pacific of 6,034 gross tons, was sold to Norwegians, and up to June 30 the two remaining had not been documented.

At Philadelphia especially, new facilities for shipbuilding are being rapidly added, and that city may soon become the largest shipbuilding center in the world. There are now under construction or contracted for 76 ships with a total gross tonnage of 420,253. Millions of dollars are being poured into the shipbuilding industry. The Pennsylvania Shipbuilding Co. is completing a big, new \$6,000,000 yard. The Sun Shipbuilding Co., organized by New York, Philadelphia and Pittsburgh men, is completing a new yard costing several millions. A recent report shows that Cramp is building 13 ships with a total gross tonnage of 81,300; the Chester company, 10 ships, with 48,600 tonnage; the New York company, 24 ships, with 126,305 tonnage; Harlan & Hollingsworth, 14 ships, with 85,000 tonnage; Pusey & Jones, 9 ships, with 37,048 tonnage, and the Pennsylvania company, 6 ships, with 42,000 tonnage.

Of the relatively small output of the Great Lakes, 8 vessels of 14,775 gross tons are each under 2,500 tons, built for the ocean trade, of which four are for foreign trade and one (Morris Adler, of 2,481 gross) has been sold to Norwegians.

The seas have been practically stripped of foreign shipping by the European war and there is an enormous demand for bottoms which will carry foreign and domestic sea trade, which is, primarily, the cause of this enormous increase.

Foreign-built vessels admitted to American registry during the period to July 8, 1916, include 185 vessels, aggregating 622,254 gross tons, admitted under act of Aug. 18, 1914, since it went into effect, and 5 vessels, aggregating 8,379 gross tons, under act of Feb. 24, 1915.

Passage of the shipping bill seems unnecessary in view of willingness of private enterprise to build ships.

Telegraf Companies Can Not Refuse to Furnish Market

Quotations.

Calvin H. Foster, a broker, of Boston, Mass., appeared before the appropriate com'te of the New York Stock Exchange and answered all questions asked; but the Exchange disapproved his application for the market quotations and ticker service without stating any reason.

The telegraf companies refused to furnish him the service because their contract with the Exchange provided that the "subscriber shall have been approved by the Exchange." Thereupon Foster applied to the Massachusetts Public Service Commission to be furnished with the service, and the Commission finding no evidence that the petitioner desired the quotations for unlawful or improper use and that the telegraf companies were guilty of unjust and illegal discrimination, ordered the companies to remove the discrimination by furnishing Foster with the quotations.

The telegraf companies took an appeal to the Supreme Judicial Court of Massachusetts, which on June 21, 1916, affirmed the decision in favor of Foster, Chief Justice Rugg stating the opinion of the court as follows:

Telegraf companies exercise a public employment and are bound to serve all the public without discrimination. They may impose proper rules to which their patrons must conform, but these regulations must apply alike to all. They are a kind of common carrier. They are subject to regulation under legislative authority on the ground that they are impressed with a public character. They are enabled to use public ways in Boston for wires and conduits and underground cables and thus carry on their business, including the ticker service, only because they carry on business of a public character which is to be exercised under public control.

When such corporations have acquired rights in the disposal of which the public are interested, they must deal with those rights in accordance with the requirements of public regulations. The rights which these telegraf companies have acquired in connection with the quotations are beyond those merely incident to the transmission of intelligence from one person to another. They involve the distribution and dissemination of information as to which it has assumed far greater duties than those of simply transmission, and as to which its facilities growing out of its public character must be used. In this respect the case at bar is strictly analogous to those where patentees of telephones have undertaken to lease instruments subject to a limitation inconsistent with the public duties of the lessee, or which disable the lessee from performing its full obligation to the public. Many such cases have arisen and it generally has been held that such limitations have been repugnant to the general purpose of the lease of telephones, which is to serve the public without discrimination or favor.

It is a necessary consequence that the property or quasi property rights acquired by the telegraf companies in the quotations under their contracts with the Stock Ex-

change are subject to regulation by public boards to the extent authorized by St. 1913, c. 784, and exercised by the order of the Public Service Commission here under review.

It follows that the condition in the contracts between the telegraf companies and the Stock Exchange, whereby the attempt is made to limit the persons, among law abiding citizens, to whom the quotations may be delivered, cannot stand against regulation by a public authority to insure indiscriminate distribution.

There is nothing inconsistent with this conclusion in Board of Trade v. Christie Grain & Stock Co., 198 U. S. 236, and Board of Trade of Chicago v. Cella Commission Co., 145 Fed. 28. Those decisions protect the owners of quotations against theft.

The contract between the Stock Exchange and the telegraf companies was made subsequent to the enactment of the statute. Manifestly such a contract cannot be pleaded in bar to the valid exercise of the police power under that statute. Contracts, tho enforceable when made, are not enforceable to override such an exercise of the police power.

It seems to us to follow that the telegraf companies are not exonerated from complying with an otherwise lawful order of the Public Service Commission by the terms of their several contracts with the Stock Exchange.—W. U. Tel. Co. v. Foster, 113 N. E. Rep. 192.

A UNIQUE METHOD of advertising has been put into practice by Mr. Cranmer, manager of the Farmers Elevator Co. at Otterbein, Ind. A large kite suspends in mid air a large banner of white bearing the company's name.

A TECHNICAL DISCUSSION of the subject, "Breeding Winter Wheat for Minnesota," was given at the recent cereal conference in Minneapolis by H. K. Hayen, professor of farm crops at the Minnesota University, in which he pointed out the necessity of producing the wheat adapted to every phase of the state's climatic conditions in order to produce winter wheat crops of desirable abundance. Other discussions on spring and winter wheat areas by C. E. Leighty; on plagues caused by ergot in various grain by A. G. Johnson of the University of Wisconsin, and technical discussions on the handling and storing of grain also featured the meeting.

Initial Carrier Not Liable After Reshipment.

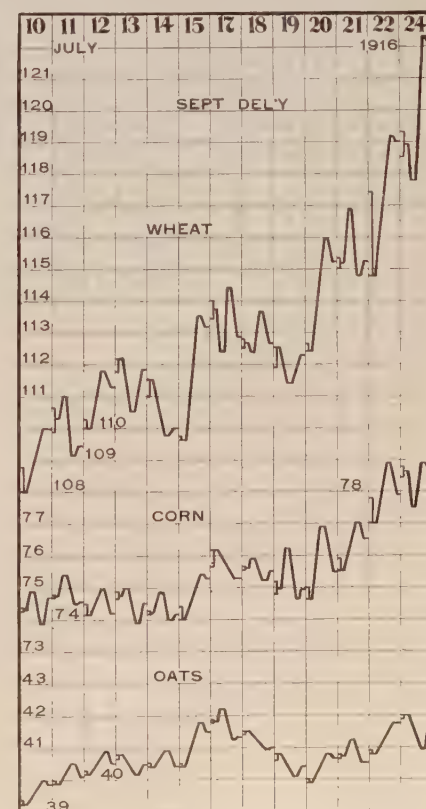
The Court of Civil Appeals of Texas on May 20, 1916, reversed the decision of the Rains County Court in the suit by Robert Wilson against the Missouri, Kansas & Texas Ry. Co. for damages on account of oats going out of condition because the roof of the car leaked.

Under the original B/L the shipment moved from Point, Tex., to Crowley, La. It was reshipped from Crowley to Teague, Tex. Mr. Wilson and H. P. Harris testified as to what they were told about the damage being the cause of the consignee refusing to receive the oats; but as the Katy's contract of shipment extended only to Crowley and the evidence failed to show that the damage had occurred on the initial line the Court of Appeals held the admission of testimony on the condition of the oats at Teague was reversible error, as the Katy was not a party to the second contract of shipment. The judgment was reversed and the carrier granted a new trial.—186 S. W. Rep. 432.

THE INVESTIGATION of the oil situation conducted by the Federal Trade Commission is credited by Government officials with effecting a large saving on motor fuel oil. A complete report of the investigation will be given out within two weeks. A member of the Commission recently predicted that a reduction in the price of gasoline would be made soon after the report was printed.

Chicago Futures

Opening, high, low and closing quotations on wheat, corn and oats for September delivery at Chicago, for the last two weeks, are given on the chart herewith:



Our Callers

C. E. Jeter, Plano, Ill.

L. J. Jeter, Yorkville, Ill.

J. A. Eyer, Mendota, Ill.

John B. Daish, Denver, Colo.

C. D. Meltabarger, sec'y-treas. Sutton, Steele & Steel M. M. & M. Co., Denver, Colo.

G. F. Snyder, now representing Giambastiani, Los Angeles, Cal.

Geo. A. Wells, Sec'y Western Grain Dealers Ass'n, Des Moines, Ia.

Daily Closing Prices.

The closing prices for wheat and corn for Sept. delivery at the following markets for the past two weeks have been as follows:

SEPTEMBER WHEAT.

	July 10	July 11	July 12	July 13	July 14	July 15	July 16	July 17	July 18	July 19	July 20	July 21	July 22	July 23	July 24
Chicago	110	109 3/4	111 1/4	111 1/4	110	113 1/4	112 3/4	112 3/4	112 3/4	115 1/4	115 1/4	119	122 1/2	126	126 1/2
Minneapolis	114 3/4	113 3/4	115 3/4	116 1/4	113 1/4	116 3/4	116	115 1/2	115 1/4	118	118 1/2	123	126	126 1/2	126 1/2
Duluth	115 1/2	114 3/4	117 1/4	117 3/4	114 3/4	118	117 3/4	116 3/4	115 3/4	119 1/4	119 3/4	123 3/4	126 1/2	126 1/2	126 1/2
Omaha	102 3/4	102 3/4	104 3/4	104 3/4	103	106 1/4	106 1/4	106	105 3/4	108 3/4	108 3/4	112 3/4	115 1/2	120 1/2	120 1/2
St. Louis	108 3/4	107 3/4	110	110 3/4	108 3/4	112	111 1/4	111 1/4	111	113 3/4	113 3/4	117 1/4	120 1/2	120 1/2	120 1/2
Kansas City	117	116 3/4	105	105 3/4	104 3/4	107	106 3/4	106 3/4	106	108 3/4	109	112 1/2	115 3/4	115 3/4	115 3/4
Milwaukee	110	109 1/2	111 1/4	111 3/4	110	112 1/4	112 3/4	112 3/4	112 1/4	115 1/4	115 1/4	118 3/4	122 1/2	122 1/2	122 1/2
Toledo	117	116 3/4	119	119 3/4	118	121 1/4	121	120 3/4	120 1/4	123	123 1/2	127	130	130	130
*Baltimore	110 1/2	110	112	115	114 1/2	117 1/2	117 1/4	117	116 3/4	120	120	125	128	128	128
†Winnipeg	112 1/4	111 1/4	113 1/4	114	112 3/4	114 3/4	113 1/2	113	112 3/4	115 1/4	115	118 1/2	121 3/4	121 3/4	121 3/4

SEPTEMBER CORN.

	July 10	July 11	July 12	July 13	July 14	July 15	July 16	July 17	July 18	July 19	July 20	July 21	July 22	July 23	July 24
Chicago	74 3/4	74 1/4	74 1/4	74 1/4	71 1/2	75 1/4	75 1/4	75 1/2	74 3/4	75 3/4	76 1/4	77 3/4	78 3/4	78 3/4	78 3/4
Kansas City	103 1/2	103 1/2	71 3/4	71 3/4	71 1/2	73 3/4	73 3/4	73 3/4	72 3/4	73 3/4	74 3/4	76 3/4	76 3/4	76 3/4	76 3/4
St. Louis	74 3/4	74 1/4	74 1/4	74	73 3/4	74 3/4	75	75 1/4	74 1/2	75 3/4	76 3/4	78	78 3/4	78 3/4	78 3/4
Omaha	71 3/4	71 3/4	71 3/4	71 1/4	71 1/4	71 3/4	72	72 3/4	72	72 1/2	73 3/4	75 1/4	75 1/4	75 1/4	75 1/4

*July del'y. †Oct. del'y.

Rubey Bill in Conference Com'ite.

The Grain Grades Act, renamed the United States Grain Standards Act, the draft of which as amended by the Senate July 7 was published in the Journal July 10, was ordered printed by the House July 14 and on July 18 went to the conference com'ite of both houses.

Sec. 4 has added to it a provision: That any corn or grains of any kind that is sold and graded at the home market under this Act for interstate shipment may be regraded at any intermediate or terminal point, and if the grade there given shall be higher than the grade given at the local home market the seller shall have the benefit of the higher grade given and shall receive the amount of additional price he should have received had his grain been given the correct grade at his home market; and said difference in price shall be paid him upon demand by the purchaser of his grain after it shall be determined by the grade established at the intermediate or terminal point that he was entitled to a higher grade than that given him at his home market.

The foregoing provision caters to the farmer agitators who have alleged that grain arriving at a market is given one grade and given another and higher grade when going out, that is after its ownership has changed to the terminal dealer. This provision is commercially impossible of performance, for no one can afford to buy and pay for an article of merchandise, and after he supposed the transaction closed, have the seller come to him with a demand for more money.

As applied to the country shipper it would work out that after he had bot corn of farmers as No. 3 and accepted terminal market bids for "No. 3 or better" and the grain on arrival at the terminal happened to grade No. 2, he would have to pay the farmer for No. 2, altho he could collect of the terminal buyer only the contract price. Under the act, if the country shipper accepted a bid for "No. 3," not including the phrase "or better," and his corn happened to grade No. 2 on arrival he could demand of the buyer the full price of No. 2. In fact, he could promise a sheep feeder at Minneapolis a car of wheat screenings, and load a car of No. 1 northern, and make the buyer pay for a thing for which he had no use.

The House draft of Sec. 4 provides for an appeal board of 3 instead of 5, and fixes their salaries at \$3,000 per year.

This hodge-podge of legislation bears internal evidence that it was concocted by politicians and theorists hitting at imaginary evils.

Expending \$750,000 and making 193,000 grade determinations to establish corn grades is a fair sample of the governmental way of how not to do a thing for the benefit of the people but for the small army of scientists. A chief grain inspector of high standing, one of those who have spent a life time in grading grain, long ago stated that if the Department of Agriculture had called the state and exchange grain inspectors into conference the exact percentages of moisture, colors, dirt and broken grains in each grade of corn could have been fixed in a few days' time, and the expense to the public would have been a mere bagatelle.

Grain dealers who have survived the battle with the railroads, the terminal buyers, the farmers and the fluctuating crops are cheerful optimists and are confident they will be able to buy and sell grain despite clumsy legislation. A leading member of the Legislative Com'ite of the Grain Dealers' National Ass'n confessed the numerous amendments to the act bewildered him. Other grain men less experienced in legislative work are con-

tent to wait until the bill has been enacted into law and its interpretation and enforcement develops its faults. As passed it will be far from satisfactory to the grain trade.

The Agricultural Appropriation Bill.

The Agricultural Appropriation Bill as passed by the Senate July 14th, in addition to carrying the Grain Grades Act and the Lever Warehouse Bill to the conference of the two Houses, carried an appropriation of \$27,240,527. It is notable that the office of Markets and Rural Organization secured \$872,590. Among other specific appropriations for the use of this business promotion department are the following:

"For acquiring and diffusing among the people of the United States useful information on subjects connected with the marketing and distributing of farm and nonmanufactured food products and the purchasing of farm supplies, independently and in co-operation with other branches of the department, State agencies, purchasing and consuming organizations, and persons engaged in the transportation, marketing and distributing of farm and food products, \$285,000;

"For collecting and distributing, by telegraph, mail, and otherwise, timely information on the supply, commercial movement, disposition and market prices of fruits and vegetables, and other products, \$136,000.

"To enable the Secretary of Agriculture to co-operate with the several states in the employment of agents to acquire and diffuse useful information connected with the distribution and marketing of farm products through investigational, demonstrational, or extension methods, \$35,000.

"For general administrative expenses in connection with the lines of investigation, experiment, and demonstration conducted in the Office of Markets and Rural Organization, \$19,500."

In other words, this department seems to be designed to assist and instruct the producer in the marketing of his own products direct to the consumer. There seems to be no desire or intent on the part of the department to assist the established dealers, who have spent their lifetime in studying the economical marketing of farm products, but proposes to go around them and to make merchants of the farmers.

Many other bureaus of the Agricultural Department are devoted primarily to the cause of better agriculture. If specialization in the production of a commodity, and specialization in the marketing of that commodity or in the manufacturing of that commodity has any merit with the economists of the world, then it would seem that the Office of Markets is working at cross purposes to that of the Department of Agriculture.

It is doubtful if the man who specializes in the marketing of farm products realizes as much compensation for his time, energy and ability as does the producer. Everyone recognizes that it is to the interest of the country to assist the producer in the production of larger and better crops, but it does not seem fair or reasonable that the same department should ignore the needs of the men who specialize in the marketing of farm crops, and advise the producers to go around the middlemen direct to the consumer, to the ultimate disadvantage and cost of both the producer and the middle man who specializes.

The office of the Sec'y of Agriculture will get \$698,160.

The Weather Bureau \$1,767,260.

Bureau of Animal Industry \$3,179,246.

Bureau of Plant Industry \$2,318,730. The appropriations for this department include:

For investigating the handling, grading and transportation of grain, including the grain sorghums, and the fixing of definite grades thereof, \$109,920.

For the investigation and improvement of cereals and methods of cereal production, and the study of cereal diseases, and for the investigation of the cultivation and breeding of flax for seed purposes, including a study of flax diseases and flax wilt, and for the investigation and improvement of broom corn and methods of broom corn production, \$164,505; provided, that \$40,000 shall be set aside for the study of corn improvement and methods of corn production, provided also that \$20,000 shall be set aside for the investigation of the diseases of wheat, oats and barley known as black rust and stripe rust.

For Forest Service, \$8,574,735.

For Bureau of Chemistry, \$1,187,801.

For Bureau of Soils, \$503,735.

For Bureau of Entomology, \$888,880. In this sum is included \$114,660 for investigations of insects affecting cereal and forage crops, including special investigation of the Hessian fly and the chinch bug.

For Bureau of Biological Survey, \$603,230.

For Bureau of Crop Estimates, \$316,436.

For Office of Public Roads, \$724,505.

THE INTERSTATE COMMERCE COMMISSION has ruled that the New York Telephone Co. is justified in charging higher rates for long distance call than aggregate of two local calls for the same distance.

Pittsburgh Exchange Picnics.

The annual outing and picnic of the Pittsburgh Grain and Hay Exchange was held at Wexford Park, Pa., on July 20, more than 60 of the members and their friends traveling to the park laden with baseballs, bats, gloves, and many other articles necessary for the occasion.

The feature event was a foot race of 100 yards between Joe Lehner and Insp. Charlie Culp, the event creating so much dispute, and being so close that no one would dare venture saying who won.

The sack race was taken by Chas. Bennett, who slyly picked out a large sugar beet pulp sack, which permitted of running instead of the supposed hop. He won the event by "a mile."

Ray Henderson carried off the honors in the Lean Men's race and sprang into prominence again when he won the 100-yard dash.

Sam Williams made the longest broad jump and Bob Austen proved the fastest fat man.

The wholesalers were victorious in both the ball game and the tug of war, their retail friends being no match for the speed displayed.

Fifty-one remained for the old-fashioned country supper, after which one grain man entertained the crowd by musical selections played upon glass bottles. The others joined in the choruses with singing.

The local showers kept the attendance down below normal; the 1916 outing was as enjoyable as any ever held and those who were fortunate enough to be present were more than pleased with the short vacation.

Our System of Merchandising Grain.

BY V. E. BUTLER.

The system of merchandising grain from the farm to the consumer has become one of the fine arts of all business and still it is criticised for the reason that the methods of marketing of the farm crops of the country are so little understood and the reports of profits of the business have been so magnified. As a matter of fact there is no business of such magnitude that shows such small net margins of profit, or is surrounded with more uncertainties and possibilities of loss than the grain business.

I wish it were possible for me to present figures showing the small margin of profit accruing to the grain dealer for the important service he performs in the distribution of grain. These figures are in possession of the Agricultural Department at Washington, but I am not privileged to use them, however, I will say the net margins of profit are so small per bushel that the loss of a fraction of a cent per bushel would convert a profitable business into one showing large losses. These figures will undoubtedly be published in bulletin form for general information to the public and it is to be hoped that they will create a confidence in the grain business.

THE BUILDING OF COUNTRY ELEVATORS is becoming a menace to the business. From the standpoint of the country dealer more attention must be given to the building of elevators and the expenses of operation. It is clearly an economic waste at any station where there is sufficient elevator capacity to care for the products of the station. Before building more elevators at any station, a close study of conditions should be made as to the receipts of the station and a comparison of its receipts made with surrounding stations in order to determine the necessity for more storage. We often hear that one station is paying more for grain than some other based upon the same conditions for an outlet. Farmers find fault with such conditions and the dealers are often accused of taking too much margin when, if the real conditions were known, in nine cases out of ten it will be found that the low priced station is making less money than the high priced station, due to the volume of grain handled.

The cost of handling grain varies at every station, due to volume handled, although the items of expense are very much the same in every elevator and consist of labor, including Salary for Self, Taxes, Power, Insurance, Repairs, Interest on Investment, Interest on Capital used in Business, Depreciation, Inspection and Weighing, Commissions, Traveling Expenses, Gasoline or other Fuel, Hedging Commissions, Shortages and Loss of Grades.

IN NORMAL YEARS shortage and loss of grades will amount to 60% of the entire cash items of expense, and the total cost per bushel, including shortages and loss of grades, for handling 50,000 to 60,000 bushels will equal 5 cents per bushel. For handling 100,000 bushels will equal 4 cents per bushel. For handling 150,000 bushels will equal 3½ to 3¼ cents per bushel. For handling 300,000 bushels will equal 3 cents per bushel. No doubt during this past year, due to the heavy moisture content and the wide spread between grades, it has cost much more than the above to handle the crops.

From figures of costs it is very easy

to reason why prices paid at adjoining stations may differ from one to three or four cents per bushel. The elevator that handles 300,000 bushels can make \$3,000.00 on a one cent margin with a handling cost of 3 cents per bushel, while the elevator handling 50,000 bushels can only make \$500.00 with the same margin, but its handling cost is 5 cents per bushel. In addition to this the condition of grain may be entirely different, one of good grade and the other of poor grade, which, of necessity, markets at a discount under good grain. When complaint is made about prices between stations by the farmers these conditions are never taken into consideration for the reason that they are not generally known. These conditions often lead to the building of more elevators when, if a careful study of the situation were made, a good reason would be found for the claimed unsatisfactory conditions, and much of the overbuilding at country stations would be stopped.

SOME CLAIM there is no economic waste in the building of elevators insofar as the community is concerned; that the loss is upon the individual or concern who builds. Recently I visited a station where it was so clearly a loss to the community that I must tell of it. The station had plenty of elevator capacity to handle the grain grown for a long time to come, but another house was built at a cost of \$10,000, \$8,000 of which was borrowed on other securities at 8% interest. The net profits for the year after paying the operating expenses of the new house were \$350.00. The interest charge of \$640.00 made the house a net loss to that community of \$290. This had to be paid from other earnings of the community. It would have been better had the builder of the second elevator bought the house already there even at a price beyond its value and prevented this loss as well as saved the cost of operation of one elevator to the community. Had this saving been made, the producers of that vicinity would have received at least \$2,000 more for their products than they did. Therefore, the building of the second elevator was a waste of energy and money which came directly from the community.

THE BAD PRACTICES followed in the grain business that contribute to waste of energy and money usually follow well defined lines, such as making long time contracts with farmers for future delivery of grain without taking written contracts. Advancing money without taking notes or security. Loaning bags for delivery of grain without making charge for same, giving free storage, contracting grain before its maturity and then accepting it on contract regardless of grade, overgrading all purchases, etc. I will not discuss the influence these bad practices have on the grain business or upon the community when followed for all dealers know what they are and all condemn them.

TERMINAL MARKET DEALERS transact their business upon the floors of Exchanges, Boards of Trades, and Chambers of Commerce under rules regulating the privileges of the members. These organizations were brought into existence in order to protect the shippers and simplify trading in grain and provisions. Necessity has built up the present system of terminal markets in order that the grain products of the country can be handled at the least possible cost and gradually these elements in the business that do not perform a service, eco-

nomically speaking, are being crowded out.

Does this statement hold true with the country dealer?

Economics properly defined is the science of household affairs, or of domestic and internal management. If you are a student of economics then you become an economist. One who manages domestic or other concerns with frugality, one who expends money, time or labor judiciously and without waste.

The upbuilding of every community financially and morally depends upon the judicious expenditure of money, time, and labor without waste and their existence depends wholly upon their being able to do business at a fair profit. The greater part of the ills that vex the grain dealer come from the desire for privilege without corresponding responsibilities.

All successful business is based upon confidence, so in building a grain business for the legitimate purpose of merchandising the crops there must be confidence between the producer and grain dealer. There must be favorable attention toward your business which is of so much importance, an interest in the welfare of your customers and a desire to serve the public to the best of your ability. By accepting the responsibilities of your business you will be able to purchase the products of the farm with a knowledge of their worth. By correcting the bad practices surrounding the business you will eliminate the uncertainties or speculative features of the business.

The question that brought us to the forks of the roads is a good one to ask on the road. As a country grain dealer, Why am I here? What am I set to do? Am I doing it? Am I conducting my business without waste of money, time or labor?

Railroad Company Must Make Good Difference in Weights.

The State Elevator Co. brought suit against the Great Northern Ry. Co. to recover the loss of part of two carloads of wheat in transit from New Germany, Minn., to Minneapolis, alleging simply that its agent, Kempen, had loaded a certain number of bushels and the outturn weight was a certain number of bushels.

At the trial the defendant did not question the Minneapolis weight; but alleged that 25 other cars of grain shipped by the plaintiff between the same points at about the same time showed great discrepancies in weights, 13 having an amount greater than plaintiff's record shows was weighed into the cars, as proof that the scales were inaccurate.

The court refused to admit this testimony because Kempen, who loaded the cars that were short on which suit was brought, had not loaded the cars showing discrepancies. They were loaded by his son, a boy of twenty, the memoranda of weights were made by the son, some of the grain loaded by the son was not, in fact, weighed at all, and that which he did weigh was not carefully weighed.

The Supreme Court of Minnesota, deciding in favor of the elevator company, June 16, 1916, held: In this case the evidence that the circumstances were dissimilar was such that on that ground alone the trial court might, in its discretion, reject the offered proof.—158 N. W. Rep. 399.

THE JOURNAL has so much interesting reading matter in it, I can't see how I could get along without it.—Henry Kramer, Maria Stein, Ohio.

Hearing on Track Storage.

The Baltimore Chamber of Commerce again championed the interests of the grain shipper in the west by a vigorous opposition to the new track storage charges on bulk grain at the seaboard, waiting to be unloaded into export elevators, at the hearing July 19 before Examiner Gerry of the Interstate Commerce Commission at Baltimore.

The Baltimore Chamber of Commerce complaint against the track storage charge contained the legal objection that the contract of transportation was not performed and obligated the carrier to unload the property at the contracted place of delivery, the export elevator; therefore, the assessing of any storage charge or any demurrage charge prior to accomplishing the transportation service as per contract is an inconsistent proceeding and not lawful.

The Baltimore Chamber of Commerce supplied testimony from Geo. S. Jackson, E. F. Richards, E. T. Sheil, Jas. C. Legg and Herbert Sheridan, which showed that the most serious consequences in the way of interruption to the long established customs of Baltimore's grain trade would follow the permanence of increased storage charges and track storage charges and track storage penalty.

It was made clear that discrimination against export grain is involved, since these charges do not apply on domestic grain. Further, that undue hardships on exports thru American ports would be involved since equivalent charges are not made at Montreal.

Baltimore took great pains to picture the disastrous results to shippers and receivers other than exporters and made clear the fact that while the exporters could, by exchanging certificates, very effectively diminish some of the hardships consequent upon the increased storage rates, the effects of track storage tariffs would be most trying, owing to the uncertainty attendant upon the time of unloading grain into the elevator.

The Commercial Exchange of Philadelphia intervened, supplied some testimony and questioned witnesses.

The eastern carriers were all represented and testified that the freight congestion at New York and New England had served to again draw attention to the desirability of preventing an accumulation of grain in cars at the Seaboard, further that their elevators were designed for handling of grain and that

their use for storage purposes interfered to such an extent that the desired prompt movement of grain through them that the penalty charges for track storage grain and penalty elevator storage charges were believed by them to be necessary and would prove of benefit in diminishing grain accumulations and consequent improvement in car supply.

The tariffs were withdrawn temporarily because of a supposed misunderstanding between the carriers and the Commission, but were reissued May 22, effective July 1, and they are now in effect.

The plan provides for the same storage charges to be made after arrival at the terminal as would apply if the grain were actually in the export elevator, and charges cease when the grain is ordered to the ship in port.

ELEVATOR CHARGES.

Under present regulations the charge of $\frac{3}{4}$ c per bu. for unloading the grain from car into elevator and delivering to vessel carries with it 20 days storage. If the car has been on track 10 days, there is left but 10 days actual elevator storage. Domestic grain is not affected.

For a long period of years, the storage rates have been $\frac{1}{2}$ c per bu. for each 5-day period, running on for an indefinite time.

Besides the track storage charges, the railroads also provided tariffs calling for increases in storage charges on bulk grain in export elevators, which increased charges were suspended by the Commission until August 29, and, in view of the hearing which has just been held, the increased charges are likely to be still further suspended, ending settlement of the question. It follows that if such increased charges become effective they will be the measure of cost for the track storage charges.

The proposed increases are as follows: $\frac{3}{4}$ c for elevation and delivery, including 20 days storage. Storage for each period of 5 days or any part thereof for the first 8 periods after the expiration of the period of 20 days, $\frac{1}{2}$ c each or 1c per bu.; thus continuing 60 days storage at the same rate that has been in force for years. Then would follow storage for each period of 5 days or any part thereof for the next succeeding 12 periods, $\frac{1}{4}$ c each or 3 cents per bu.

Storage for each succeeding period of 5 days or any part thereof, $\frac{1}{2}$ c per bu.

Thus it will be seen that grain in store 3 months, 90 days, would cost $3\frac{1}{4}$ c, compared with the old charge of $2\frac{1}{2}$ c.

If stored 120 days the old rates would cost $3\frac{1}{4}$ c, while the new figures would be $4\frac{3}{4}$ c.

For 6 months at existing rates, 180 days, charge would be 20 days at $\frac{3}{4}$ c; 160 days, 32 periods, 5 days each at $\frac{1}{2}$ c, $4\frac{3}{4}$ c.

The new rates would be 20 days at $\frac{3}{4}$ c; 8 five-day periods at $\frac{1}{2}$ c; 12 five-day periods at $\frac{1}{4}$ c; and 12 five-day periods at $\frac{1}{2}$ c; or a total of $10\frac{3}{4}$ c.

I ALWAYS ENJOY the Journal, and find lots of good reading in it.—A. B. Doolittle of Neola Elvtr. Co., Rodney, Ia.

Elevator Observations.

BY TRAVELER.

The importance of accurate bookkeeping at the grain elevator cannot be overestimated. To many dealers it is more irksome to add a column of figures than to load a car of grain. One Montana shipper, who realizes that books must be kept and that they must be accurate to be beneficial, writes, "I would rather be working with my machinery than making entries in a ledger."

Not enough business was done at the elevator to require a bookkeeper, so he was a long time finding a way to dodge the detail work. His method is now perfected and there is no reason why it could not be adopted by others.

In his town, like in all others, is a bookkeeper, who has several hours per week which he can devote to outside work. This man has been called into service and upon certain days calls at the elevator, gathers up all of the scale tickets, receipts and shipping memorandums which have accumulated since his last visit. These are quickly and carefully sorted and the journal and ledger entries properly made. The result is that the shipper can quickly determine exactly how he stands financially. The expense of this periodical assistant is small and the time formerly spent by the shipper in work which he detested is now used to advantage in other ways. Can you beat it?

TRAP DOORS in the floor of the driveway are often hard to open, as the loaded wagon standing over the door sometimes prevents the elevator man from getting a good leverage to pull up the door. At Broadmoor, Ill., I found that Rees & Powers had put in a simple contrivance making it easy to raise the door and without standing near the wagon. From the lower end of the hand lever shown in the engraving an iron rod runs under the floor to the dump opening and at the hinged side of the door the rod is bent at a right angle and extends up into a short length of gas pipe. Lifting the lever lifts the door. As the horizontal rod is not in line with the hinges the gas pipe allows the end of the bent rod sufficient play, and the weighman's back and time are conserved.

COURTESY is said to be one of the most necessary accomplishments to the success of any business. Today I followed a man into a grain dealer's office, who afterward proved to be a solicitor for a St. Louis receiving house. Being



Trap Door Operated by Lever.

A Cluttered Scale Shelf.

the last man in, I sat down to await developments. The solicitor tried to obtain the attention of the elevator man, but all in vain. All of his approaches were warded off with short, gruff retorts that would have discouraged the nerviest traveler of the road. Finally the solicitor, after failing in one last great effort, thanked the elevator man for his courteous reception and walked out. It was then my turn and my heart went right down to my shoes. I received much the same treatment, and after vainly trying to enlighten the elevator man on trade conditions as I had found them in other sections where I had been traveling, he assured me that he knew all about it and did not care a rap what I thought were the conditions. I thanked him and made my way to the bank, to the local newspaper office and then to the leading grocer. I was determined to find out the cause of that man's grouch and I succeeded. He was just sobering up from a three weeks' drunk and just came to a realization that the mortgage on his elevator had been foreclosed and he had but a few days to remain in it. After that I could not blame that man for trying to display his superior knowledge of trade conditions, in order to work off his ill temper. Since that experience I have much more consideration for the elevator man who persists in displaying a cranky disposition. A grouch will drive away more business in a day than a smiling countenance can win in a month.

WAGON SCALES need more careful watching in the early spring, as the frost is coming out of the ground, than at any other time of the year. Today, just to get an elevator man interested, I bet him a cigar that his wagon scale was not weighing accurately. My only clue to its condition was the dirty surroundings. The dirt of a month was still resting on the platform, and miscellaneous samples of grain, a bottle, papers and a couple of rags were piled about the beam. He said he knew the scale was all right, but I helped him dig out 300 lbs. of test weights and as soon as a farmer's wagon arrived we tried the scale before and after the farmer had driven onto the platform. I proved, to his satisfaction, that the scale was out 210 lbs. He asked the farmer to go across town and have his load weighed also by the coal dealer, before dumping it. The coal dealer's scale gave additional proof of the grain buyer's scales being out of order. Needless to say, everything was removed from about the beam, the scale platform thoroughly cleaned and he started to work clean-

ing out the pit, which was in much the same condition as the platform and the shelf about the beam. Few elevator operators have so much surplus capital that they can afford to continue using a scale which is persistently weighing against them, or for that matter against the farmer, because if the farmer finds that he is not getting the right weights, he will tell it all about the country, to the great cost of the grain buyer.

EXPOSED shafting causes so many disastrous accidents around grain elevators, I wonder that every elevator man does not take extreme precautions to protect his shafting from the wanderer or workman, who seems ever willing to take the last chance. At Chenoa, Ill., I found an attractive cement block engine room that gave promise of everything desirable, but lo and behold, on one side I found an exposed shaft, which is sure to tempt every child wandering that way. At Peoria, Ill., at the Burlington Elevator I found not only a shaft but a pulley running out in the open, where anyone could take a ride into eternity if not on guard every minute.

THE DISEASES PREVALENT in the Orient, which caused the Sec'y of Agriculture to place a quarantine against the importation of Indian corn from there, are of a highly destructive character, and are caused by fungi of the downy mildew group, related to our grape mildew and to potato late blight. One species, the *Pero-nospora maydis*, is, so far as is known, limited to maize. It attacks the young plants causing great damage in some parts of Java. Another, *Sclerospora sacchari*, first described from Formosa but known to occur also in the Fiji Islands and Queensland, is also a very destructive parasite which, in favorable seasons, completely prevents corn from developing any fruit in Formosa. In the Philippines a downy mildew attacks corn very destructively, causing in extreme cases total loss of the crop. All of these downy mildews are favored by warm, moist weather such as is considered to be ideal corn growing weather in the Mississippi Valley. It is probable that if they succeeded in entering the United States and got into the Mississippi Valley they would be able to cause immense damage. Besides the corn downy mildews another group of corn parasites has been found in the Orient, namely, *Physoderma maydis* Miyabe, from South Japan, and *Physoderma zeae-maydis* Shaw, from India. The Japanese species is said to prevent fruiting of maize entirely in case the plants are attacked when very young.

The Cotton Futures Act.

As incorporated in H. R. 12717 the cotton futures act ordered by the House to be printed July 14 contains the amendments offered by the Senate and went to conference comite of both Houses July 18.

Enforcement of the detailed regulations provided in the act is obtained by a clause that transactions made in accord with the act shall be exempt from the prohibitive tax of 2 cents per pound on transactions not in accord with the act.

Sec. 5 provides that the grades shall be those established by the Dept. of Agriculture, and that either party in case of dispute as to grade may refer the question to the Sec'y of the Dept. of Agriculture.

Sec. 6 provides that cotton above or below the basis grade shall be settled for on the basis of the actual commercial difference on the 6th business day prior to the delivery day; and a clause inserted by the Senate provides that in case cotton of grade or grades other than the basis grade specified in a contract shall be tendered in performance of the obligation thereof, and the parties to such contract shall not agree as to the price of the substituted grade or grades so tendered, then, and in that event, the buyer of said contract shall have the right to demand the specific fulfillment of such contract by the actual delivery of the basis grade named therein and at the price specified for such basis grade in said contract.

In Sec. 10 condition four provides "The delivery of cotton under the contract shall not be effected by means of set-off or ring settlement, but only by the actual transfer of the specified cotton mentioned in the contract."

This clause is a ridiculous travesty on modern business methods. As well enact a law that greenbacks and gold certificates should not be used in settling accounts, but that the actual metallic gold must be carted around. This clause means that instead of closing by rings the warehouse certificate must be tendered to each party in turn. Reduced to complete absurdity it would mean that the specified number of bales of cotton must be loaded upon drays and hauled to the warehouse of each party.

The new act will become effective on the first day of the calendar month next succeeding the passage of the act, and repeals the act approved Aug. 18, 1914. What next?

I AM LOST without the Journal.—Walter Hunsaker, mgr., Bouquot & Ludwick, Camargo, Okla.



At Chenoa, Ill.



Exposed Shafting.

At Peoria, Ill.

A Rapid Handling Cleaning Elevator.

A cleaning elevator today, in order to meet the demands of the trade, must have its grain handling facilities so arranged as to be used for either receiving, shipping or transferring about the house, and be of large capacity, so as to do the work rapidly. Elevator engineers incline to the opinion that a few legs of large elevating capacity and conveyor belts of sufficient capacity to transfer large amounts of grain rapidly, are far preferable to a number of small capacity legs and belts. Then too, elevator engineers are striving to minimize the elevations necessary to handle grain thru a plant.

These features are brought out prominently in the reinforced concrete cleaning elevator recently designed by James Stewart & Co., to take the place of a wooden elevator burned early this year. The plant was to include 21 reinforced concrete bins and 12 interstice bins, with a compact high working house and high ceiling on the ground floor, surmounted by a story of 38 small bins and a cupola of four stories. Grain was to be received from cars on any of three tracks in the track shed direct into pits, from which grain was to be carried to either of two receiving legs of 15,000 bu. elevating capacity per hour. Grain from either of these legs could be dropped into a 2,500 bu. garner, and then into the 2,000 bu. steel hopper of the hopper scale. Universal spouts on the distributing floor divert grain to any of the bins in the working house, or to cars on either of two tracks in track shed, or by means of 36-inch conveyor belts and cross belts direct to any bin in the storage part.

The working house was designed to have storage room for about 83,000 bus., and in the scale story are two other bins of about 3,700 bus. capacity each, one feeding the cleaner and one feeding a large capacity clipper. The 21 storage tanks, with their 12 interstices, were designed to give storage room for about 700,000 bus.

The grain drier was designed primarily to permit 12,000 bus. of grain to be elevated to the two 6,000 bu. bins above the drier at a time, and held there until the drier could place the grain in condition and drop it into the two 6,000 bu. bins below. In this way the drier could be operated independent of the elevator thruout a working shift of eight hours.

Three legs, each having an elevating capacity of 15,000 bus. per hour can receive grain from any or every bin in the entire plant at one and the same time, by means of belt conveyors and reversible cross conveyors in the basement. The bleacher leg of 2,500 bus. per hour capacity is designed to receive grain only from the bleacher tower, which is located outside the working house. When grain is received from bleacher tower, it can be elevated to top of cupola and discharged into a cooler, which terminates above the distributing floor, thus keeping the sulphur fumes outside the working house.

This arrangement obviates the necessity of re-elevation and makes it possible to reach about one-half the bins in the working house and two-thirds of the bins in the storage part without re-elevation.

The grain from the drier is dropped onto a 36-inch belt, which discharges it to either one of two 15,000 bu. shipping legs, and the grain can be delivered to any bin in the plant, shipped or cleaned with one elevation. The clipper and cleaner are fed from garners beside the scales and the grain from these machines can be carried direct by belts to bins in the storage part, or dropped into several of the bins in the working house.

The dominating idea thruout the entire plant was to economize time and labor in handling grain thru the house, and in so far as possible to obviate the necessity of re-elevating grain. The plant was so arranged that all units of machinery could be used to their full capacity when performing each kind of work, as is shown by the plans reproduced herewith.

The Benefits Derived from Hedging.

BY E. R. STRIPP, KANSAS CITY, MO.

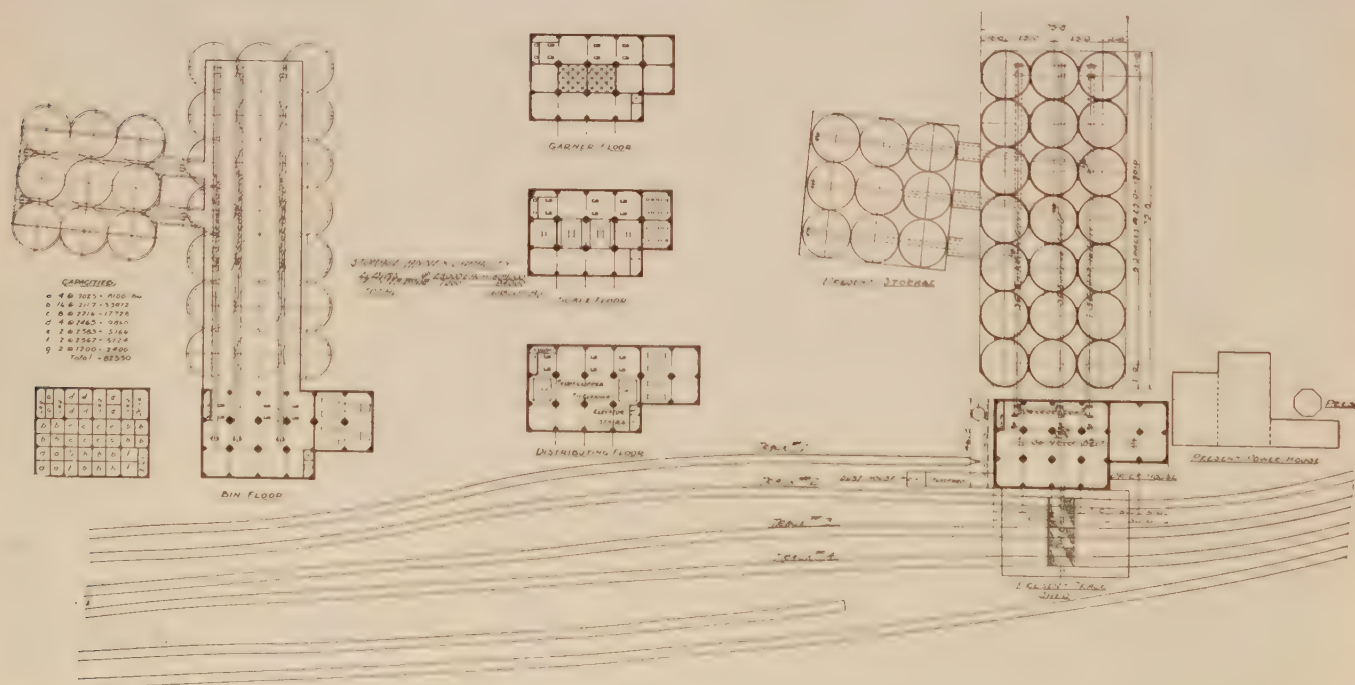
First, in order to determine how to hedge, it is necessary to know what one intends hedging, for you can hedge either grain bought, grain sold, or grain stored. Let us take for the first illustration a purchase of grain from a farmer, and all will agree that the producers usually hold until prices are attractive, and then sell freely, which naturally results in periods of comparative plenty and scarcity. Hence, in the ordinary conduct of the country elevator business, the grain merchant endeavoring to keep open his place of business and afford patrons a continuous market finds that there are numerous times when severe risks are forced upon him.

Hedging Enables Buyer to Accept All Grain Offered by Farmers.—A few years back the price of \$1 per bushel would cause a free movement of wheat, but at less than this price the movement would at once dry up. In time all carload buyers became familiar with this condition, and when the price of one dollar was reached withdrew from the market. But it is not possible for the local grain buyer to do this, and under such circumstances he is forced to hold until the next raise, and if unable to do this to sell when the bids are not attractive, or consign on what at the time looks to be a declining market. Here is an occasion for hedging, and the grain buyer, as he buys, can sell thru some of the various terminal markets, a like amount of wheat for future delivery. This is the simplest and most frequent form of hedging.

All hedges are not a guarantee against loss, for in selling wheat for future delivery, if the transaction is made in Kansas City, the contract grade or No. 2 hard wheat is sold. Therefore, if the purchase from the farmer is No. 3 hard, or a lower grade, one grade is bought and another sold, and it is not safe to assume that wheat of one grade can be bought and another sold, and carried indefinitely without risk.

Experience and judgment are required in placing hedges, and frequently the help of an experienced commission man will be of great value. No doubt all can recall instances when under certain conditions wheat of low-grade sold very close to wheat of a higher grade, but under changing conditions the spread would widen out, and you have seen occasional instances where the futures would advance, and the low grades decline, and in such instances both ends of the transaction would lose money.

Unfavorable Features.—In explaining hedging very few have touched this point,



Plan of Rapid Handling Cleaning Elevator.
[See facing page.]

but I do not want to be in the position of leaving out the unfavorable features, and explaining only the favorable ones. However, I am pleased to say that such instances are rare, and occasionally the reverse action takes place when both the cash and futures make money; so in time one should offset the other. Bear in mind that the illustration just given is one of the ordinary transactions in which it is intended that the hedged grain will be shipped out on consignment or sale as soon as possible, and therefore if the grain is of a lower grade than the contract grade, the risk of changing values between the two grades is reduced to a minimum, unless unforeseen delays are encountered.

Let us assume a case of storage grain. Many are at times forced to accept grain for storage. If room is available and not needed for other purposes, the grain would be carried on hand in the house, but perhaps the room is not available, and still if possible it is desirable to accommodate the customer. In this instance it is possible to take in grain offered for storage, ship it to the market, and when sold buy the future in its place. If the grain offered for storage is of contract grade, no risk is run whatever by buying the future after selling the cash article, but, if it is not of the contract grade, the relative price between the grade sold and the grade bought must be considered, as in the former illustration. In this way the customer is accommodated, and still it is possible to prevent congestion of your facilities.

Many elevator directors are opposed to hedging, believing it to be speculation. Such is not the case, but unless the transaction in the futures is closed immediately with the disposition of the cash transaction it becomes a speculation.

In placing hedges it is not necessary that shipments must be made to the market where hedges are placed, and the fact that the grain is hedged should not in any way effect the search for the best market, be it at the Gulf, to some terminal market bidder, a mill-buyer, or on consignment.

When a purchase of cash grain is made in one instance and the future sold in the other, should prices advance, it is necessary to protect the buyer of the future, and, as the cash grain on hand increases in value while the future sale loses, the one

offsets the other. If the market declines, the result is the same.

Scarcity of cars, scarcity of room, and scarcity of buyers are all arguments in favor of hedging. During the month of February cars were not obtainable, and the situation was so bearish that buyers were few and far between who were willing to bid for grain to be shipped when cars would be available, and the best bids obtainable were not in any sense attractive, or in line with prices prevailing for spot grain in terminal markets. In spite of this many dealers loaded their houses, and made no attempt to protect themselves by hedging. However, at the terminal market centers there is a continuous market for the purchase and sale of grain for immediate future delivery, and the few who understood hedging sold futures and prevented large losses. When cars were available the cash grain was disposed of, and the future contracts closed.

Frequently because of variation in quality and no proper distinction between grains of different character, but of the same grade, a reservation in prices is made by buyers in bidding to arrive. Therefore, it is often the case that grain will sell in the open market where samples can be shown, at a premium over bids to arrive, but in many instances shippers are afraid to consign. This in a large measure can be overcome by hedging.

The stipulated scale of discounts on card bids and the export scale are at times more severe than the market differences on the same grain when sold in the open market, and in such instances if shipments are made immediately the hedge would again permit consigning to take advantage of premium without risk of serious loss, due to market fluctuations.

In the Northwest, all grain dealers, large and small, make use of the future market for hedging, and there cash wheat is quoted more scientifically. In pricing their cash grain, only the premium or discount as compared to the nearest future delivery is quoted, and in my opinion this practice should be adopted in the Southwest. All values of both wheat and flour are based on the futures, and it is only by knowing what the future market is that an intelligent idea can be obtained as to the value of cash grain, and when placing hedges

careful record should be kept of the difference between spot and future values, for only in this way can the extent of the protection of the hedge be determined.

The United States Government in its investigation of the marketing of Kansas grain reported that the weakest feature was the failure of the country elevator operator to hedge. This report is obtainable for the asking, and I wish to recommend that all procure a copy and read it carefully. In justice to our neighboring markets I desire to say that you can ship to Hutchinson, Wichita, or to the Gulf, and still hedge in Kansas City. All that it is necessary to do would be to instruct the commission man to make sale on basis of exchange of futures.

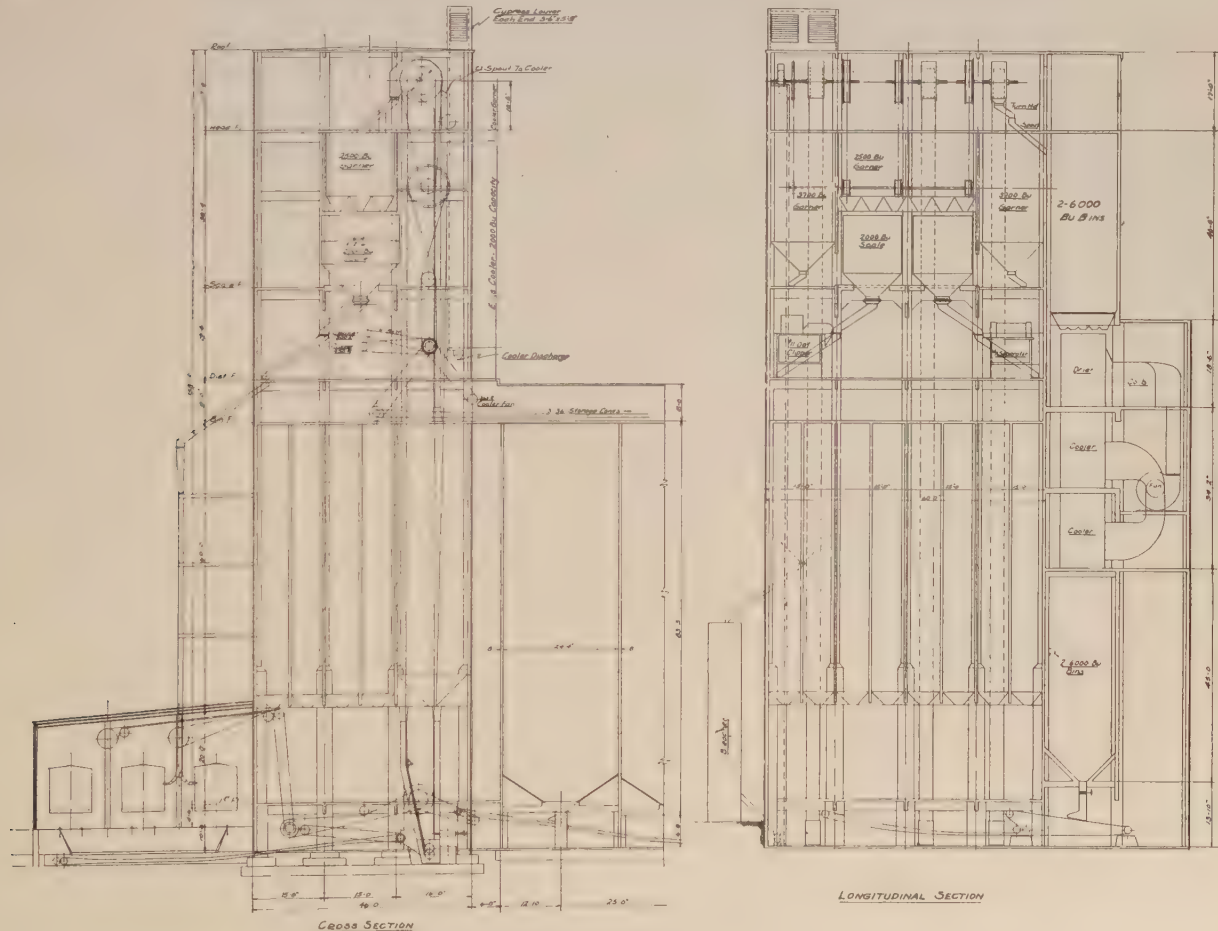
Carrying Charges, and How to Earn Them.—The terminal elevators most seasons operate on a carrying basis. In other words, the houses are filled with grain at a discount under the futures, and the future then sold. When delivery day comes around the wheat is either delivered or bought back, and a more deferred future sold again if attractive carrying charges prevail. The country elevator operator can in a like manner earn this carrying charge if he has wheat suitable to carry, and this feature should be taken advantage of.

Hedging is not Speculation; but I am not opposed to speculation, as many are, and I find that those who are opposed to speculation understand very little about it.

If you desire to speculate, I believe that it should be confined to futures, and a certain fund set aside in order that you may know how the speculation is turning out. But in the conduct of your elevator business the speculation on cash grain should be avoided as much as possible.

Penny postage no. Better service yes. Postmaster General is talking about penny postage. Better improve the service. Our friends complain of delays. They are expensive.—C. A. King & Co.

GREAT QUANTITIES of the army worm moth are prevalent in Maryland, Virginia and the District of Columbia, according to an announcement issued by the U. S. Department of Agriculture.



Sectional Elevations of Rapid Handling Cleaning Elevator.
[See facing page.]

Causes of Personal Injury and Its Prevention.

BY E. D. KOPPELMYER, SAFETY ENGINEER.

Statistics do not convey any conception of the pain, suffering and misery that many individuals have experienced as the result of the 4,000 accidents in grain elevators and mills herewith classified. When the various machines and conditions that have been contributing factors are scrutinized the average person will wonder how any one can possibly avoid being injured, more especially when he is in such close contact with a great many of these hazards.

Upon a recapitulation of the causes we find that 93% could have been avoided by the use of ordinary care upon the part of the injured employee. This statement brings us face to face with the fact that the average individual does not exercise ordinary care, and the figures certainly prove that this is the case. We now know what causes the accidents, and this is the first essential in their prevention.

Accident prevention work is divided into three groups as follows:

Guarding machines and dangerous conditions.

Education of the employees and the employer.

Organization of safety departments and committees.

The most important of these is education of the employee and employer to the hazards of his industry, and the best way to educate them is to show how accidents happen and how men have been hurt. He may not know that grain dust is as explosive, if not more so, than dynamite, altho in this particular instance almost everyone having to do with this industry is fully aware of the dangers surrounding the ignition of this dust. He may not know that protruding set screws may catch his clothing and dash him to eternity, but if he was shown that six men were killed and twenty-seven injured by this one single cause he will be in a position to be more cautious about this item, and so on down the list. There are many hazards with which the average individual is not familiar and upon which he needs education, not that he is not intelligent but this information has never before been available. Knowledge is only gained by education, which may either be by book, oral or experience, and it is the purpose to assist in the education of the men interested in this industry by means of safety bulletins.

The next phase of safety work is organization. In the sense that is applied to safety work, organization is interpreted to mean co-operation by all for the prevention of injuries to any one. A great many of the larger institutions have inaugurated a safety organization among their employees and have gone into the matter on a very extensive scale. In these organizations the spirit of co-operation is predominant and the mutual desire to help each other has been their most useful feature.

A safety organization to be effective must be adapted to meet the particular need of the institution which it represents. The plan of organization for a company employing a thousand men or more would be absolutely useless in a plant where only one hundred men were engaged, and vice versa. Therefore, in considering a safety organization of this kind it must be borne in mind that the number of employees will have a great

bearing on how it shall be constituted and other details will be governed accordingly.

Last but not least is the safeguarding of machinery and this is a feature that is ordinarily beyond the control of the average employee. Of course, he can be instrumental in making suggestions along this line, but he is not in a position to pass upon their approval or rejection. The necessity of guarding machinery from a safety standpoint can not be too strongly emphasized. When the figures show that only three out of ten accidents occur on machines, the majority of those that do so happen are in most instances the more serious. Even tho there were 154 fatal accidents that were not chargeable to machinery as against 101 that were, the number of cases where hands or fingers, arms or legs were lost were by far larger among the machinery accidents than among the non-machine accidents, and in a mutual company where all the policyholders are stockholders and are directly interested in the reduction of accidents in that it affects the cost of that insurance, they are naturally interested in eliminating as much of this expense as possible. Therefore, the guarding of machinery should appeal to every member in a mutual company, and he should leave nothing undone that will make for greater safety among his employees. The details of the proper methods of guarding the various machines will be considered later.

HANDLING OF OBJECTS is shown by the statistics to have been the cause of three deaths and of injury to 124 persons. These were caused almost entirely by the individual and could not have been prevented by any mechanical guard or device. Three men were killed and fifteen injured when material fell while being hoisted, and in one instance a man was killed by the breaking of a cable. In this particular case the man who was killed was looking out of a window when a falling sack struck him on the head causing him to fall to the ground, a dead and shapeless mass. There was absolutely no negligence or carelessness on his part, and there is nothing that he himself could have done to have prevented the occurrence. However, there was negligence upon the part of the men who used the cable in not inspecting it at frequent intervals to determine any defect. The man in charge of this cable is morally guilty of murder and is directly responsible for the loss suffered by the deceased's family. This accident should be an object lesson to everyone having to do with hoisting apparatus to see that it is in absolutely safe working condition before subjecting it to the stress and strain naturally incurred in the hoisting of materials.

In lifting or moving heavy objects 61 men were injured, a majority of whom were strained and sprained in the muscles or back, and in a number of instances resulted in rupture.

By dropping objects while loading or unloading 12 men were injured, and in most instances the objects dropped while loading and unloading fell upon the toes and fingers. The only means of preventing these accidents is more care and vigilance on the part of the men who handle heavy objects, and especially where a number of men are handling one heavy object that they be careful not to release their hold before all are ready.

By dropping objects while carrying 24 men were hurt, and as in loading and un-

loading in the majority of instances the toes were the innocent sufferers.

Twelve accidents occurred where objects were being handled that were caused by so many different conditions that it was impossible to classify them.

ACCIDENTS IN MILLING AND GRAIN INDUSTRY (1912 TO 1916).

	In-	
	Killed.	jured.
Elevators and Conveyors.		
Bucket Elevators	1	150
Screw Conveyors .....	..	59
Freight and Passenger Elevator.	6	15
Hand Hoists	1	16
Belt Passenger Lifts.....	..	28
Belt Conveyor .....	..	4
Total	8	272
Motive Power		
Steam engines	7	33
Gas Engines (Stationary).....	5	29
Auto Engines .....	..	9
Motors and Dynamos.....	..	10
Water Wheels	1	2
Total	13	83
Machinery.		
Dust Collector .....	..	15
Scourer .....	..	2
Separator	1	12
Attrition Mill	6	..
Corn Sheller	2	10
Wagon Dump	27	26
Miscellaneous Machinery	27	349
Total	36	414
Transmission Apparatus.		
Shafting	19	13
Set Screws	6	27
Clutches	1	12
Belt Tightener .....	..	8
Ropes and Cables.....	..	7
Belts and Pulleys.....	12	179
Gears and Sprockets.....	6	46
Total	44	292
Children Trespassers.		
Caught in Machinery.....	9	8
Suffocation in Bins.....	4	..
Belt Elevators .....	..	3
Unclassified	2	..
Totals	15	11
Non-Machine Accidents.		
Chutes	1	43
Handling Sacks	1	176
Spouts .....	..	42
Opening and Closing Grain Cars.	1	277
Freight Cars	3	166
Engines and R. R.....	13	11
Hazards of the Elements.....	3	41
Dust Explosions	44	119
Miscellaneous Causes	73	1,781
Total	139	2,656
Total of all Accidents.....	255	3,728
Total Machine .....	..	1,188
Total Non-Machine .....	..	2,795
		3,983
Machine Accidents	30%	
Non-Machine	70%	

The Industrial Commission of Wisconsin in statistics covering industrial accidents from July 1st, 1912, to Dec. 31st, 1914, or a period of a year and a half, under the classification of "Objects Being Handled," has 4,253 injuries resulting in 201,000 days of lost time, and 10 men fatally injured. These figures, however, are for all industries, but they emphasize the necessity of more care in the handling of materials.

FORECASTS by the chief engineers of the agronomical sections of Spain indicate that an increase of 362,798 acres has been devoted to the cultivation of cereals in 1916 over the area seeded in 1915, and of this 259,637 acres more than last year are planted in wheat. Should no accident occur, the 1916 crops of cereals will be approximately 4,161,827 metric tons of wheat, 1,837,004 tons of barley, 798,531 tons of rye, and 507,270 tons of oats. If these results are obtained the crops will show increases over those of 1915 by 370,725 tons of wheat, 35,036 tons of barley, 135,501 tons of rye, and a decrease of 29,046 tons of oats.

Feedstuffs

THE C. W. BOZLER Co. has been formed at Dover, Pa., to handle feeds, grain and flour. The capital is \$100,000.

A WAREHOUSE of brick construction, 75x115 ft. is to be erected at Ennis, Tex., by the Balbridge Feed & Fuel Co.

THE OLD FEED WAREHOUSE of the Farmers Elvtr. Co. at Hawkeye, Ia., has been torn down and will be replaced by a larger one.

THE WAREHOUSE CAPACITY of the Wilson-Legler Feed Co. of Leavenworth, Kan., is being increased by an addition to the old warehouse.

THE WORD "Taacco" has been registered by the American Agricultural Chemical Co., New York, N. Y., as a trade mark for its poultry feed.

THE UNION PRODUCTS Co. has been organized at Hiawatha, Kan., and plans the erection of an alfalfa meal mill with a capacity of 2 carloads per day.

THE FERNANDO VALLEY FEED & Fuel Co. has been organized at Los Angeles, Cal., with a capital stock of \$100,000. Incorporators are O. B. Hubbell, Geo. F. Bales and M. C. Sutton.

THE BLUE RIBBON FEED Co., Inc., has been formed at Schenectady, N. Y., with a capital of \$10,000. Incorporators are J. M. Sullivan, G. T. and J. W. Roddy. The firm will handle feed and grain.

THE AKRON MILLING Co., Sioux City, Ia., have recently equipped a new plant for the manufacture of hominy feed. In addition to this product they manufacture a full line of dairy and poultry feeds.

THE VAST QUANTITY of feed available for cattle is now either wasted or put to unprofitable uses, according to Sec'y of Agriculture Houston, who declares that meat continues to soar in price on this account.

DARLING & Co., Chicago, Ill., have registered as a trade mark for a prepared stock and poultry food the picture of a young chick pulling a worm out of the ground placed inside of a dark, heavy, triangular border.

PEORIA, ILL.—The stock of kafir corn has been exhausted and the distilleries are now going back to Indian corn. One distillery that has been using kafir exclusively for three or four months is now buying Indian corn.

THE WAREHOUSE at St. Joseph, Mo., used by the J. L. Frederick Grain Co., until it was partially destroyed by fire a few weeks ago is being rebuilt by the Excello Feed Co., and will be used as an auxiliary to its large feed mill.

THE NATIONAL MILLING Co. of Macon, Ga., has complained to the Interstate Commerce Commission of the existing rate structure governing blackstrap molasses from Key West. A readjustment is asked, as the complaint states that points in Ill., Mo., and Ky. are unduly favored as compared with Macon.

CROWLEY, LA.—David Gow, pres., C. F. Matthews, vice pres. and mgr., and Paul C. Marx, sec'y and treas., are organizing a company as an expansion of the Matthews Feed & Storage So., with a capital of \$25,000. In addition to the machinery already in the old plant, there has been installed a system of new automatic feeders, patent cooker and mixer, new stor-

age tanks and steam pumps and much other machinery, making the plant complete to grind, cook and mix the feed.

ST. BERNARD, O.—The Ubiko Mlg. Co. has let contract for replacing the buildings recently destroyed by fire to the Ferro Concrete Construction Co. The new plant will consist of a 90x90x110 ft. grain elvtr. and a 90x150 ft. 2-story building.

THE ANNUAL WASTE of feeding stuffs on American farms, according to a study made by the Department of Agriculture, is said to be enormous. The total loss to farmers from the waste of corn fodder and straw amounts to about \$102,860,000 each year.

M. A. HOAG has been appointed sales manager of the American Milling Co., of Peoria, Ill., to succeed Edward Corrigan, who resigned to go with the Chas. A. Krause Milling Co. Mr. Hoag has been associated with the American Milling Co. for several years.

THE ALFALFA MEAL OUTPUT of the Avondale Alfalfa Milling & Elvtr. Co. will be greatly increased by the operation of a new mill now being erected at Crowley, Colo. The plant will be ready for operation Aug. 1 and will turn out from 6 to 7 tons per hour. There will be a 1,400-ton warehouse in connection with the mill.

M. W. SAVAGE of International Stock Food fame died at Hillcrest hospital, Minneapolis, Minn., of heart failure on July 12, following a minor operation. His death occurred just 32 hours after the death of the famous racing horse, Dan Patch, owned by Mr. Savage, and kept at the International Stock Food Farm at Savage, Minn. Mr. Savage was born in a small town in Ohio, but he afterwards went to Iowa, where he was married, and later he moved to Minneapolis, where the foundation for the Savage fortune was laid. Arrangements are under way to mount the body of Dan Patch in compliance with orders given by his master just before his death, who, it is said, loved the horse nearly as dearly as any member of his family.

THE CONSTRUCTION of a new feed mill by the Hobart Alfalfa Milling Co. to replace the old plant destroyed in the windstorm at Hobart, Okla., has been begun and it is expected that the new structure will be erected and machinery installed in the next five weeks. The new mill will be equipped with new machin-

ery thruout, with a daily grinding capacity of 130 tons, compared with a maximum capacity of 50 tons of the old plant. The new building will have a foundation 48x170 ft. with an entirely new and approved arrangement for the installation of machinery and working room for employees. It will be run on the same boiler power as the old plant. Part of the building will be 2 stories in height, but the entire structure will be constructed to withstand the strongest windstorms to prevent a repetition of havoc occasioned on June 24.

Jas. McCune Pittsburgh Pres.

The Pittsburgh Grain & Hay Exchange has elected the following seven members to its Board of Managers for 1916-17: Jas. McCune, A. J. Gosser, H. G. Morgan, W. A. McCaffrey, Jno. Floyd, D. V. Heck and Geo. C. Jaeger.

This Board of Managers has selected one of their number, Jas. McCune, to act as president of the Exchange during their term of office. A. J. Gosser was chosen vice-president, H. G. Morgan is sec'y and W. A. McCaffrey, treas. C. G. Burson, the able traffic mgr. and superintendent, is continued in office.

The new president is one of the best known grain men in the Pittsburgh district, having been active in the trade for the last 40 years. Associated with him in business is his son, F. W. McCune, the company operating as J. & C. McCune. Mr. McCune is a native of the Pittsburgh district, having been born in Elizabeth, Pa., and later moving to McKeesport, where he still resides. He entered the grain business as a boy, and is thus experienced in every detail of the trade. He is a man of a quiet disposition and of a retiring nature, but he knows the grain trade from the ground up.



Jas. McCune, Pittsburgh, Pa., Pres. Grain & Hay Exchange.

Exports of Feeding Stuffs.

Exports of feeding stuffs during May, 1916, compared with May, 1915, and during the 11 months ended June 1, 1916, compared with the corresponding period ended June 1, 1915, according to the United States Bureau of Foreign and Domestic Commerce, were, in tons, as follows:

	May.		11 mos. ended June 1.	
	1915.	1916.	1915.	1916.
Brn and middlings:				
1,152	530	10,364	13,969	
Dr. grns. and mlt. sprts.	121	191	7,534	1,443
Mill feed:	326	2,973	24,924	24,993

OIL CAKE AND OIL CAKE MEAL (LBS.).

Corn:	2,594,500	.....	42,906,125	17,813,842
Cottonseed:	70,409,983	14,984,532	1,445,811,498	1,004,885,810
Linseed:	43,572,814	57,589,893	493,884,271	588,093,098
All others:	2,015	1,323,965	9,715,473	26,326,287

War Affecting the Grain Trade.

THE BRITISH STEAMSHIP Yser, carrying a cargo of 257,730 bus. of oats for Cette, France, has been reported sunk. The steamer left Portland, Me., June 15. Among the crew were 3 Americans.

THE CANADIAN DEPARTMENT of Trade and Commerce has announced that the shipment of all wheat seized last fall by the government has been completed. The total shipped amounted to 11,416,000 bus., all of which went to Italy.

ENGLISH DISTILLERIES have been taken over by the government in the manufacture of alcohol for explosives, and are grinding considerable American corn. The consumption of corn in the manufacture of alcohol is a comparatively small percentage of the entire corn crop, but affords a splendid market for the low grades.

THE PRINCIPAL FOODSTUFFS rose in price 62% in London between July, 1914, and June 1, 1916; 119.8% up to April, 1916, in Berlin, and 121.5% in Vienna, according to official reports. Government regulation controls prices in Germany and Austria to a certain extent, but the tendency is upward. For the month of April last the average increase in Berlin was 9.6% and 5.2% in Vienna.

THE WOMEN of Canada are about to be sent into the harvest fields of Saskatchewan to harvest the wheat crop, because their husbands and brothers and sons and sweethearts have gone to war. W. R. Motherwell, minister of agriculture of Saskatchewan, has issued a call for 20,000 harvest hands, and he says that just to the extent that he fails to get that many men the work will fall to the women.

THE BRITISH COMMISSION, when wheat started to advance on the black rust scare, promptly made the announcement that several million bus. of its wheat reserves would be sold. In view of the poor quality of the old crop, reduction in new crop soft winter and unknown damage by blight and rust in the spring wheat territory, it will take more than a sale of 5,000,000 spread over 10 weeks, to hold down the market.

A RESOLUTION asking the British government to regulate the prices of food and fuel was adopted in London on June 30 at a special Trades Union Congress of 600 delegates, representing 3,000,000 organized workers. The resolution expresses the view that price regulation could be enforced only by a department of the government with power to seize and distribute food and fuel, fix freight rates, requisition home-grown crops, and establish standard prices.

A SEARCH for contraband articles in a large consignment of corn sacks destined for Mexican merchants in Juarez was made by United States customs officials at El Paso, Tex., recently. Over 2,500 sacks were emptied and re-sacked. Many wagon-loads of grain, flour, beans and similar foodstuffs have been transported over the international bridge since the establishment of what, in effect, is an embargo on large freight shipments. Mexican dealers explain their purchases by pointing out that practically no crops are being raised in Chihuahua and numbers of the people are on the verge of starvation.

JUDGMENT in an important case affecting the validity of the "hostilities clause" in grain contracts was delivered in the Court of Appeal of England recently. The case arose from an arbitration by the

Arbitration Committee of the London Corn Trade Association, between Carruthers and Co., Ltd., of New York and Montreal, and Danon Freres, of Antwerp. The latter bought of Messrs. Carruthers 5,000 quarters wheat, c. i. f. Antwerp, on July 23rd, 1914. The contract contained the usual hostilities clause. The sellers contended by reason of hostilities they were prevented from shipping, and Mr. Justice Bailhache upheld the contention. In the Court of Appeal Lord Justice Eady delivered judgment and referred the case back to the Appeal Committee for further findings of fact.

THE CARGO of the steamer *Wilhelmina*, seized by the British on Feb. 11, 1915, and placed in the prize court, while en route to Hamburg, Germany, is to be paid for by the British government, Viscount Mersey, arbitrator in the case has awarded \$300,000 to the W. L. Green Commission Co. of St. Louis, Mo., owner of the cargo. Interest at the rate of 5% also will be paid from Sept. 13, 1915, to the date of payment of the award. When the seizure occurred it was decided to make the cargo a test case as to the right of Great Britain to stop foodstuffs proceeding to Germany, but the issue of the order in council of Mar. 11, 1915, made the question an academic one, and the case was settled by the government taking upon itself to compensate the claimants by paying for the cargo seized on the basis of loss of profit, and by indemnifying the owners for the delay caused to the ship so far as it was due to the action of Great Britain.

A CLAUSE to be inserted in Bs/L of grain shipments from Montreal to the effect that as long as war existed between countries in Europe any shipowner, master or agents could change the direction of the ship after it had put to sea, and that neither the shipper nor the consignee, or the holder of the B/L could have any claim against the shipowner or its agents or the master for any loss or damage sustained directly or indirectly by reason of such action, was proposed by the Canadian Pacific Ocean Services, Ltd., recently. The London Corn Trade Ass'n, however, immediately pointed out to Mr. H. S. Carmichael, London Freight Mgr. of the steamship company that the trade would object to retire documents embodying such a clause, and in a letter received in answer to this protestation, Mr. Carmichael wrote that "Our people in Montreal have cabled that if this is objectionable to the Corn Trade they are willing to eliminate it, and instruct the delivery of the grain on our steamships 'Mattawa' and 'Lake Michigan' to be made accordingly."

ENGLISH SUBJECTS are forbidden to deal with the following firms: Geo. W. McNear, San Francisco, Cal.; McLaren & Gentles, New York, N. Y.; and K. & E. Neumond, New York, New Orleans, and St. Louis, whose names are published with many others in other lines of trade in the Official Gazette of the British Government, July 18, as persons blacklisted under the "trading with the enemy" act. It is intimated that other United States firms who have had regular business transactions with German or Austrian firms will be added to the list. As England is now in control of the sea most of the foreign trade is with it and its allies, so that the practical effect will be to deprive the named firms of their foreign trade. Many patriotic Englishmen would not knowingly patronize any firm that

had dealings with the enemy, and the list will give them the necessary information. Altho boycotts are unlawful under the United States statutes, the British Government is within its legal rights; and if the blacklist is not effective additional measures will probably be taken to prevent the Central Powers from transacting any business whatever with neutral nations.

Buffalo Corn Exchange Will Issue Car Condition Reports.

In response to a demand from western grain shippers the Corn Exchange of Buffalo has adopted a plan to become effective Aug. 1st, 1916, whereby through its offices a certificate covering physical condition of car and complete seal record will be issued on all cars arriving in Buffalo to be inspected or weighed.

For the above services a charge of twenty-five cents per car will be made which will constitute a charge against the grain in like manner to the existing inspection and weighing fee.

The car condition certificates will be issued daily covering physical condition and seal record at time of track inspection; also a condition and seal record certificate will be issued at time car arrives at elevator for unloading.

These certificates will be delivered to the members of the Corn Exchange in like manner that the inspection and weighing certificates are now delivered and it will be necessary for the members to forward such certificates to the western shippers together with the inspection and weight certificates for the reason that a charge of 25c is being made for the car condition certificates, and necessarily constitutes a part of the settlement papers.

In case the car condition certificates are not received shippers should immediately communicate with the receiver of their cars demanding same. If there is a continued failure of any receiver to send such certificates the Corn Exchange will be very glad to be advised of the fact.

WE CONSIDER the Journal a necessary part of our office equipment. Like the search lights of the great ships that travel the seas, it points out the dangers, finds the way, and leads us forward on the tempestuous voyage of making a living in the country elevator business.—Earl G. Bear of Bear Grain Co., Hicksville, O.

THE FIXING of maximum food prices, and providing adequate machinery for preventing the adoption of excess prices, were among the first acts of the Norwegian government when the war broke out, realizing that difficulties might arise in securing sufficient food supplies on this account. A special food commission, organized for the purpose, has purchased large amounts of grain, flour, sugar and other necessities, most of which have been made from the United States. In all 12,000 tons were bought, prices ranging from 246s. to 257s. per ton. About half of this supply has been disposed of to wholesalers at 19 crowns per 100 kilos, or 2.72 to 2.84c per lb., and the price obtained for that part of it which was sold was 2.31c per lb., indicating that a considerable loss was incurred by the commission. It has in stock at present from 6 to 9 months' supply, and hopes to increase this to a 12 months' supply. For transporting food the government has already acquired 3 new 6,000-ton motor ships, which has relieved the food situation considerable.

The Panhandle Grain Dealers Ass'n.

The rapid development of the great Panhandle section of Texas has brought forth so many problems of a purely local character which could be worked out to much better advantage through a local organization that the grain dealers of the district have formed what is known as the Panhandle Grain Dealers Ass'n.

The main object of the Ass'n is the development of Panhandle country to bring the shippers into closer relationship, and educate them to the vital importance, not only of local organization, but of the benefits to be derived from membership in the State Ass'n.

Another reason for the inception of this organization was to co-operate with the Texas Grain Dealers Ass'n and furnish the down state buyers with an accurate list of reliable dealers who are regularly engaged in the grain business. As is natural in a country which is developing so rapidly as this great district, many "Fly-by-night" dealers have sprung up here and there, working havoc among the regular dealers and leaving a trail of unpaid overdrafts, until the organization of regular dealers became a matter of self-defense in order to protect the trade from these illegitimate "boot-leggers."

The Ass'n was permanently organized in June of 1915 with a charter membership of 38 dealers, comprising the larger shippers of the Panhandle. Since that time this number has been increased to 42 and there are several applications on hand awaiting action by the Executive Committee. Among its officers are men of the highest standing in the trade who have long been recognized as grain dealers of the highest efficiency. The trade rules of the Texas Grain Dealers Ass'n have been adopted and an Arbitration Board established to facilitate and minimize the expense in settling any differ-

ences among the members. Up to the present time, however, no cases have been submitted to this Board, which would indeed indicate rare good feeling among the members.

Amarillo is the logical center of the district and its dealers have naturally fathered the movement and furnished its driving power. It is hoped in the near future to be able to establish a Grain Exchange at this point, which will not only keep the members in closer touch with market conditions, but thru the establishment also of an Inspection and Weighing Dept. enable the members to obtain unbiased and authentic certificates of weight and inspection and eliminate many disputes now arising from differences of opinion as to grades shipped.

Although only a year old the Ass'n has been of assistance in obtaining both cash and option market quotations on Kafir and maize at Kansas City.

A Com'te has also been appointed to prosecute a petition before the Interstate Commerce Com'n for an export rate on all grains through the port of New Orleans on the same basis as they now have through Galveston. It is contended that owing to the present low level of the tracks at the latter Port, shippers have no security whatever for their grain in case of storms such as those which occurred last August. Many of the dealers had grain at the Port during these storms for which they are still awaiting payment, and while the railroads have promised to raise the tracks to a safe point, the consensus of opinion is that they should be allowed a just and equitable rate to New Orleans at which point there has never been any serious damage by storms. In this, the Ass'n has obtained the co-operation of the Texas Ass'n, which has also appointed a Com'te to appear before the Commission.

The Annual Meetings of the Ass'n are to be held a week or so in advance of the

State Meetings each year so that any resolutions or problems requiring the co-operation of the Texas Ass'n, may receive expeditious action.

The members, many of whom were present at the Fort Worth meeting, were largely responsible for several changes in the trade rules of the Texas Ass'n, which make them much more equitable for both buyers and sellers, and brings the rules into line with those of the National Ass'n.

At the Second Annual Meeting, which was held in Amarillo and attended by over 50 shippers, the following officers were elected: Pres., W. P. Dial, Memphis; 1st V. P., C. W. Bennett, Clarendon; 2nd V. P., W. K. Dickenson, Lubbock; Sec'y-Treas., Grover C. Bishop, Amarillo.

Executive Committee: W. P. Dial, Memphis; C. W. Bennett, Clarendon; W. K. Dickenson, Lubbock; Grover C. Bishop, Amarillo; L. C. McMurtry, Pampa; R. L. Bagwell, Claude; W. L. Townsend, Happy.

Arbitration Committee: J. D. Hunter, Amarillo; J. W. Philpott, Miami; E. R. Bryant, Lockney.

THE FOREIGN TRADE of the United States for the year ending June 30 reached the enormous and unprecedented amount of \$6,525,000,000, which is \$2,108,025,000 greater than the foreign trade of the country last year, and three times as great as the entire foreign trade of the United States in 1900. Exports for the fiscal year ended with June amounted to \$4,345,000,000, and the imports were valued at \$2,180,000,000. This is an increase in exports of \$1,556,441,000, and in imports of \$541,025,000 compared with the preceding fiscal year.

EXPORT FREIGHT RATES that for weeks prior to the beginning of July had been on a decline, are advancing. Shipping houses at Philadelphia report that rates on grain have advanced 4 to 5c a bus. Until 4 weeks ago grain from Philadelphia to the United Kingdom ports had been about 24 to 25c a bus. They started to drop, and within a week had declined to 18c per bu., but this rate has advanced to 20c per bu.

BROOMHALL says that there is a belief at Liverpool that the rust news from the Northwest is greatly exaggerated. That's all right, Broomy, old chap, we ought to have a censor, no doubt. Some of us over here have an idea that the war news is greatly exaggerated, too.—Market Record.

Young Women Grain Brokers.

Two young women, Edna Hurley and Emma Buchholtz, have formed the Hurley-Buchholtz Co., to do a wholesale business in grain, hay and straw, with offices in the Holland Block, Lima, O.

The new firm combines experience both in grain and banking, for Miss Hurley was 9 years in the office of the Pollock Grain Co., at Middlepoint, and Miss Buchholtz has been employed for some time in the Middlepoint bank, after having had some grain experience. Miss Hurley, who is a slight young woman with brown, wavy hair, is familiar with all the ins and outs of the grain trade. They buy grain in carload lots from elevator men in Ohio and sell to New York, New England and as far south as Virginia points.

The firm holds membership in the National Hay Ass'n and gives three bank references. A portrait of the two members of the firm is given in the engraving.



Emma Buchholtz.

Edna Hurley.

Seeds

THE SEED COMMITTEE of the Indianapolis Board of Trade for the ensuing year consists of Edward M. Burge, chairman, Tully C. Crabbs and LeRoy Urnston.

TOPEKA, KAN., JULY 21.—Altho planted late, the sorghums are making fair progress in the main. Their present need is moisture.—J. C. Mohler, sec'y, Kansas State Board of Agriculture.

COLUMBUS, O., JULY 1.—Timothy generally good, tho some is thin, and many fields are overrun with white tops. Clover damage by grub worm amounts to 2.5%.—G. A. Stauffer, Sec'y Ohio Board of Agriculture.

LANSING, MICH., JULY 1.—The condition of clover, compared with an average is 100 in the state, 99 in the southern counties, 98 in the central counties and 102 in the northern counties and Upper Peninsula.—Coleman C. Vaughan, sec'y of state.

TIMOTHY HEADS measuring $7\frac{1}{2}$ inches were found on the farm of J. B. Rex near Shannon, Ia., which is something unusual, and indications point to a wonderful crop of seed this year. The timothy in that section is standing 4 feet high many places. Clover is turning out $2\frac{1}{2}$ tons to the acre.

THE MILLS SEED CO., of Washington, Ia., recently filed a petition in the United States District Court of the Southern District of Iowa, declaring the firm to be in a state of bankruptcy, debts listed at \$72,611.24 and visible assets at \$16,497.19. S. W. Livingston of Washington is treas. of the company.

THE RUDY-PATRICK SEED CO., Kansas City, Missouri, recently purchased a warehouse and elevator on the Kansas side, which is now being remodeled, and on completion will be used for cleaning and storing, thus relieving the congestion of their present plant, at 9th & Santa Fe streets, which they will continue to occupy.

TURKESTAN CLOVER may interest some importers. A bank in the Caucasus has informed the American Consular Agent of its desire to establish permanent relations with American importers of this seed. Those interested may apply (in English) to the Department of Commerce referring to Foreign Trade Opportunity, No. 21,738.

SEED TESTING is provided for in the senate amendment to the agricultural appropriation bill with an allowance of \$31,700, changing the percentage of impurity permissible in the seed named in the act of 1912 to 35% of dead seed, chaff, dirt and foreign matter, making an exception of Kentucky and Canada blue grass, which may contain 50 per cent of impurity. For the purchase and distribution of new and rare seeds \$60,000 is provided.

THE IDAHO SEED & Produce Co. is constructing a modern seed warehouse of concrete at Kimberly, Idaho, which lies in the center of the great Twin Falls clover district. The new seed warehouse will be equipped with every up-to-date convenience for cleaning the various clover seeds. The cleaning machinery is being installed by the Huntley Mfg. Co. It is estimated that 50 cars of red, alsike and white clover will be shipped from Kimberly this season.

JEROME, NEB., JULY 11.—This section and other parts of southern Idaho will have the largest production of seed in the history of the country. The large increase in the acreage of seeds makes it necessary for us to enlarge our capacity. The Huntley Mfg. Co. will install several new seed cleaning machines in our plant, and we expect to handle from this station about 20 cars of clover seeds. Our seed cleaning machinery will also be overhauled and several of the latest cleaners installed and all will be operated with electricity.—Wm. Wagner, mgr., The Jerome Milling & Elevator Co.

SOME SAMPLES of Egyptian clover and other seeds recently brot to New South Wales by travelers have been found to contain numerous undesirable weeds that might spread in this country if used indiscriminately by farmers, and the Dept. of Agriculture advises that all foreign seed samples be sent them for tests. Mr. E. Breakwell, Agrostologist to the Dept., states that so far three samples of Berseem (*Trifolium alexandrinum*) have so far been tested. One was seed brot by W. J. Allen, fruit expert, from Egypt. This contained a small proportion of dodder. A second was tested last January. This contained 12.7 per cent of foreign seed, viz.: *Phalaris*, *Rumer*, *Medicago* and *Bromus*. The lucerne seed was also present in small proportions. A third sample was tested in May of last year. It contained 4 per cent of inert matter, including the seed wasp (*Bruchophagus funebris*) which in this case had all been effectively killed. Foreign seeds present (.6 per cent.) were *Cichorium intybus* and *Melilotus parviflora*.

From the Seed Trade.

BAY CITY, MICH., JULY 14.—We have just finished quite a thoro canvass of this county and the several adjoining and believe that we will have quite a surplus of clover and timothy seed.—Gregory Seed Co.

LONDON, ENG., JULY 1.—A small trade passing in mustard, rape, thousand headed kale and tares for "catch crop." There is also a speculative demand for cocksfoot, timothy, meadow fescue and other natural grasses.—C. W. LeMay & Co.

BELFAST, IRELAND, JULY 1.—Prospects for the growing crop of ryegrass are favorable, but we expect a considerable breadth will be cut down green, owing to the high price obtaining for hay in this country.—McClinton & Co.

Paris, Ky., July 19, 1916.—There is practically no seed saved here except blue grass. This crop is only about one-third of an average. There is, however, a plentiful supply of old seed carried over, which will prevent high prices.—E. F. Spears & Sons.

WAKEMAN, O., JULY 14.—While our seed corn crops are backward, due to the cold, wet spring, we have a fair to good stand, and are having splendid corn weather at this writing, so that if we have a little moisture from now on we hope to harvest good crops of all kinds of sweet corn seed, dent corn, popcorn and flint corn, of which we make a specialty of growing under contract for the seed trade.—C. S. Clark & Son.

DENVER, COLO., JULY 21.—The grass and clover seed business in Colorado is very limited. Alfalfa is the principal item. The acreage is not large. In certain districts it has been cut by grasshoppers. The very

dry spell will cut the crop short and what seed is made should be of a clean, ripe sample. Field peas and garden peas are attracting a great deal of attention this year. There is unusually large acreage all of which is doing well.—C. R. Root, mgr. The Colorado Seed Co.

ST. LOUIS, MO., JULY 20.—The crop of genuine bluegrass has been harvested. The seed is of high grade, but the yield is scanty. The sod had been weakened during the past season; white clover covered the bare portion of the fields and grew rank. Consequently, harvesting was obstructed by rank growth of white clover. The yield of bluegrass, poa pratensis, may be equal to probable requirements. The prospect for timothy is good.—Chas. E. Prunty.

CLARINDA, IA., JULY 18.—The timothy fields look unusually well and the outlook is for a good crop. The meadows are free from weeds and with favorable weather for harvesting the seed should be of excellent quality. There is no alfalfa grown here for seed purposes. The second crop is now being put up for hay, making a yield of from one to two tons per acre. The outlook for a corn crop is very promising and the early planting is now beginning to tassle and shoot. Corn in no section, to our knowledge, is further advanced than in Page county.—A. A. Berry Seed Co.

Imports and Exports of Seeds.

Imports and exports of domestic and re-exports of foreign seeds during May, 1916, compared with May, 1915, and for the 11 months ended June 1, 1916, compared with the corresponding period ended June 1, 1915, as reported by E. E. Pratt, chief, Bureau of Foreign and Domestic Commerce, were as follows:

	IMPORTS.			
	May, 1915.	1916.	11 mos. ended June 1, 1915.	1916.
Castor beans, bus.	26,829	325,028	609,415	851,260
Flaxseed, bus.	1,630,159	1,411,038	8,896,639	13,077,114
Red clover, lbs.	275,000	1,103,487	8,627,192	32,920,585
Other clover, lbs.	509,749	148,052	14,303,439	7,922,892
Other grasses, lbs.	2,161,525	434,533	31,954,834	8,725,465
EXPORTS.				
Clover, lbs.	14,011	162,518	9,744,072	7,026,216
Timothy, lbs.	610,634	391,092	17,129,684	13,352,233
Other grasses, lbs.	140,763	261,719	4,193,195	3,392,821
Cotton, lbs.	369,069	85,562	6,250,129	2,441,656
Flaxseed, bus.	988	63	3,644	6,248

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GRAIN DEALERS JOURNAL
LA SALLE ST., CHICAGO.

Grain and Hay Exchange of Cincinnati.

Favorably situated on the Ohio River the City of Cincinnati always has occupied a commanding position in the grain and provision trades of the Ohio Valley. After a period of conservatism the Cincinnati grain trade in recent years has developed an enthusiasm for progress which promises to place this market in the front rank in a very short time.

One important step was the revision of the by laws of the Cincinnati Chamber of Commerce in 1915 to permit the formation of subsidiary bodies in the Chamber, under which the members of the grain trade formed what is known as the Grain & Hay Exchange. Quite recently the Grain & Hay Exchange entered into a contract with the Chamber of Commerce whereby the Weighing and Inspection Departments of that organization are held to the exclusive use of the members of this subsidiary in the weighing and inspection of grain and grain products, altho the departments remain under the control of the parent organization.

The Board of Directors of this Ass'n consists of E. A. Fitzgerald, president; Alfred Gowling, vice president; C. S. Custer, Sec'y; H. M. Brouse, W. R. McQuillan, E. B. Terrill and B. H. Wess. The organization includes all of the wholesale dealers and quite a few of the retail dealers of the Cincinnati market. The total membership numbers 73 firms, with 105 representatives. All dealers in

hay and grain who are eligible to come into the organization were admitted without cost up until March 1, 1915. Since that time an initiation fee of \$500 has been assessed.

The Exchange is well organized and has been successful in bringing about more harmony in the local trade than has been in evidence ever before and the organization is considered the most active of any subsidiary in the Chamber of Commerce, which consists of about 3,200 members.

A group portrait of the present officers is given herewith.

Trade Rules Uniformity Considered by Advisory Com'te.

The Advisory Com'te of the Grain Dealers National Ass'n, consisting of the sec'ys of affiliated state ass'ns, will hold a second meeting in Chicago Aug. 10 to further consider uniformity of the rules; to be followed immediately, Aug. 11 and 12, by an open conference between members of the Com'te, the trade rules com'te of the Grain Dealers National Ass'n and representatives of the different exchanges.

Uniformity is one of the big subjects scheduled for the annual meeting at Baltimore Sept. 25-27, to which delegates especially accredited to act on uniformity of rules have been designated by the grain exchanges; and the prior meetings of the advisory com'te are expected to develop a definite plan of action that can be put before the convention as the well ripened thought of the leading men in the trade.

Annual Meeting National Hay Ass'n.

The annual meeting of the National Hay Ass'n at Cedar Point, O., was well attended during the 3-days' session, July 11-13.

Pres. J. D. Cole in his annual address reviewed the events of the past year in the hay trade.

Sec'y J. Vining Taylor of Winchester, Ind., reported that the work of the Ass'n has almost doubled during the past 12 months. The receipts from all sources have been \$7,643 and the disbursements \$8,345. The balance on hand a year ago, July 1, was \$7,150; this year \$6,447.

The membership has increased from 1,039 July 1, 1915, to 1,104 July 1, 1916.

The following officers were unanimously elected for the ensuing year: Pres., D. S. Wright, Weedsport, N. Y.; 1st vice pres., Chas. Walters, Chicago; 2nd vice pres., Egil Steen, Baltimore, Md.; chairman board of directors, J. D. Cole, Kansas City; directors for two years, S. W. Kemp, Spencerville, O., G. W. Crampton, Boston, Mass., H. G. Carter, Richmond, Va., George M. White, Bucyrus, O.

A resolution was adopted "That this Ass'n favors legislation increasing the power and size of the Interstate Commerce Commission so as to permit it to efficiently regulate the commerce of the country with proper division of its functions and a regional division of its activities."



Standing, left to right: E. B. Terrill, H. M. Brouse, W. R. McQuillan, B. H. Wess
Seated, left to right: D. J. Schuh, Asst. Sec'y; C. S. Custer, Sec'y; E. A. Fitzgerald, Pres.; Alfred Gowling, Vice Pres.

Grain Carriers

A SHORTAGE of box and grain cars is being felt on the Chicago & Alton Ry. More than 300 box cars could be used daily on calls placed for them if they were to be had.

IN A COMPLAINT to the Interstate Commerce Commission the H. L. Buss Co., Boston grain dealers, asks a refund for a shortage of 133 bus. of corn on a shipment via the Lakes.—P.

INCREASED RATES on grain products and grain in carload lots on the Vandalia Ry. to the Seaboard have been suspended by the Interstate Commerce Commission from Aug. 14 to Feb. 14 next.

THE LARGEST CARGO of grain ever carried on the Great Lakes, amounting to 490,720 bus. of wheat, was taken from Port Arthur July 17 by the steamer W. Grant Morden, bound for Port McNichol.

NATURAL SHRINKAGE was under discussion July 13 at a meeting of the Illinois Public Utilities Commission. All but two of the roads have eliminated the deduction from their Illinois intrastate tariffs; and on the request of these two further consideration was postponed until Sept. 11.

THE NEWLANDS RESOLUTION directing the appointment of a joint congressional committee to investigate the railroad situation and report to Congress Jan. 1 is declared by Congressman Mann to have been gotten up by railroad attorneys to have sittings to prove that state control over railroads should be abolished.

RAILROADS carrying grain from Missouri River points to Norfolk and Newport News, Va., at a rate equal to the rail-lake-and-rail routes to Baltimore were declared justified in increasing these rates at the close of navigation on the Great Lakes each year, by a decision of the Interstate Commerce Commission on July 14.

THE PRACTICE of making freight rates conditional upon the size of shipments will be investigated by the Interstate Commerce Commission, and notices have been sent to railroads to show cause before Oct. 1 why the custom should not be discontinued. The investigation will affect rules, regulations and practices of carriers and adjustment of claims for loss and damage of shipments of grain and grain products moving in bulk, with a view to determining whether such rules result in undue preference or unjust discrimination or are otherwise in violation of the act to regulate commerce.

FOR RATE-MAKING PURPOSES the Omaha and Northwestern railroads are to be considered as one road, while for legal purposes the two roads are separate corporations, was the opinion given by the supreme court of Minnesota, affirming the findings of the Lyon county district court, which held against an order issued by the state railroad and warehouse commission fixing joint freight rates for the two roads, in a case involving several grain shippers and the commission, which was appealed to the Marshall county district court, the appellants contending that the joint rate as established by the commission permitted overcharges and was in conflict with the Cashman distance tariff law.

RAIL SHIPMENTS of grain to the east from Chicago for the week ending July 8 this year were 3,802,000 bus., and by lake 343,000, which compare with 2,415,000 and 1,471,000 bus. respectively a year ago.

DISCRIMINATION against Little Rock, Ark., by the C. R. I. & P. Ry. in the matter of milling in transit arrangements is charged by the Darragh Co., grain dealers of Little Rock, in a complaint filed with the Interstate Commerce Commission. The complainants ask that the road be compelled to remove the discrimination which exists because of transit accorded points of intermediate origin to Little Rock.

GRAIN RATES on the lakes are kept up by the tremendous demand for space to ship ore. Ore rates have been around \$1 all summer. Now \$1.25 has been paid and the demand continues to be firm. The proposed strike among the seamen had the effect of setting back the grain rates to about 4c from Lake Superior to Buffalo, but now 5c is being paid and the rates are stronger than ever, with the strike dying down.

GRAIN CARRIERS for prompt loading are in good demand in the Lake Superior trade at 5c to Buffalo, but chartering has been active since the rate was marked up, and most of the tonnage that is close by has been lined up. Grain for future loading is being offered, and it is understood that several cargoes were taken at rates of 5c for July and August, 5½c for September and 6c for October. The boats will load at either Duluth or Fort William for Lake Erie ports.

AN EXTENSION of transit privileges on shipments of grain moving from Kansas City, Omaha and Council Bluffs, or from beyond when originally consigned to St. Louis or E. St. Louis, has been granted by the Wabash Ry., and grain products from the same points of origin may be milled, mixed, stored or blended and the grain or product forwarded to Alton, Decatur, Edwardsville and to points on most of the railroads going east. These shipments will take the thru rate from point of origin or rate basing point, without charge being made for such privilege.

GRAIN MERCHANTS of Minneapolis have complained to the Interstate Commerce Commission of alleged discriminatory rates and transit privileges on carload shipments on grain and grain products, and flaxseed and flaxseed products from Washington, Oregon, Idaho, North and South Dakota and Montana to Chicago, Milwaukee, Minneapolis, Duluth, Superior and thru these cities to eastern destinations. Because rates to Milwaukee and Chicago are only 3½c per 100 lbs. higher than to Minneapolis, proportionate excess being 7½c, discrimination is alleged.

THE INCREASE in storage charges at New York were recently held justified by the Interstate Commerce Commission. The increases were made by railroads to force consignees to assist in relieving freight congestion. The increased rate is ½c per 100 lbs. for each 30-day period after 5 days' free storage on import freight and after 15 days on exports. Shippers protested that the railroads for years encouraged them in storing goods and discouraged the development of public warehouses, and were under moral obligations to continue the existing storage service.

THE TOTAL CAR SURPLUS on July 1 as given by the American Railway Ass'n is 67,014 compared with 70,310 on June 1, and 276,421 on July 1, a year ago. There is a considerable box car surplus west and northwest of Chicago and on the Pacific Coast, but little in any other section. The total shortage for July 1, 1916 is given at 14,898, compared with 785 a year ago on that date, and 12,617 on June 1 this year.

A BOUNTIFUL GRAIN and stock-raising area in western North Dakota and eastern Montana covering over 2,000 square miles, a territory equal to the whole state of Delaware, will be opened by the proposed extension lines of 61 miles being built by the Great Northern Ry., which will be completed by Oct. 1, at a cost of \$2,000,000. The 2,000 farming population already producing in this section, now haul their products from 30 to 35 miles to market. The new extensions will cut their hauls in two. There will be 6 new towns on a 36-mile extension west from Stanley, N. D., known as the Wildrose extension, and 3 new towns on the Lambert extension, a 25-mile addition to the New Rockford-Lewiston line, each of which will have several grain elevators. The increased tonnage to the railway will, of course, subsequently amount to a large figure.

THE PROPOSED change of routing of grain for export by the Frisco lines from points on the line in Oklahoma, Kansas, Missouri, Iowa and Nebraska to Mobile, Galveston and Texas were declared justifiable by the Interstate Commerce Commission after recently investigating the case. A protest was made by the Oklahoma City Mill & Elevator Co., which mills grain in transit at Oklahoma City, who protested against the cancellation of intermediate routing by way of the C. R. I. & P., alleging that this cancellation would have the effect of increasing the rate by way of Oklahoma City and that they would no longer be able to purchase grain, and which meant a short haul for the Frisco line. The commission held, however, that the routes which are to be maintained to the Gulf are practicable, and the mere fact that over them Oklahoma City is not intermediate from certain points of origin to New Orleans, and that the protestant would no longer receive transit service, is not sufficient to deprive the Frisco of its long haul.

CARRIERS in western classification territory have revised part of Sec. 3 of the Uniform B/L to read as follows, effective Aug. 15: "Except where the loss, damage, or injury complained of is due to delay or damage while being loaded or unloaded, or damaged in transit by carelessness or negligence, as conditions precedent to recovery, claims must be made in writing to the originating or delivering carrier within six months after delivery of the property (or, in case of export traffic, within nine months after delivery at port of export), or, in case of failure to make delivery, then within six months (or nine months in case of export traffic) after a reasonable time for delivery has elapsed; and suits for loss, damage, or delay shall be instituted only within two years and one day after delivery of the property, or, in case of failure to make delivery, then within two years and one day after a reasonable time for delivery has elapsed." This change was made effective June 1, 1916, in Official Classification Territory.—J. S. Brown, mgr., Transportation Department Chicago Board of Trade.

THE C. M. & St. P. Ry. is checking up surveys for the extension of its line from Grass Range, Mont., to Winnett, 20 miles, and expect to commence construction work soon.

THE NATIONAL INDUSTRIAL Traffic League will hold its summer meeting at the Hotel Cadillac, Detroit, Mich., Aug. 10 and 11. Com'te reports will be presented on the uniform B/L; uniform code of demurrage rules; proposed advance in demurrage rates; and on railway leases and side track agreements.

THE STEAMER Charles L. Hutchinson discharged her cargo at Buffalo July 15. After the collision with the Martin Mullen July 2 the Hutchinson was temporarily repaired and proceeded on her way down the lake, but her patch began to leak badly and the captain was obliged to beach her to save the grain cargo. The hull was badly damaged on the port side abreast of the pilot house.

THE PROPOSED RESTRICTION of transit arrangements now in effect at Atchison and Leavenworth, Kan., over the Missouri Pacific and St. Louis, Iron Mountain & Southern railways, on grain products and grain drawn from Omaha and So. Omaha, Neb., and Council Bluffs, Ia., and re-shipped to Mississippi River and points east of the river were found to be justified by the Interstate Commerce Commission recently, who vacated the suspension order under date of Jan. 24, 1916.

A PLEA OF GUILTY was made by the New York Central Ry. in the case involving the illegal handling of grain milled in transit at Hillsdale by the F. W. Stock & Sons Co. Both the milling company and the railroad were fined \$2,500. The Hillsdale Co. received carloads of wheat from Wisconsin and was permitted by the railroad to mill the wheat and then continue its shipment eastward under the first B/L, thus giving the company a lower thru freight rate than was lawful, according to the Interstate Commerce Commission. The milling company also accepted a return of part of the charges made by the railroad for these shipments. Everything was done with the approval of the railroad company's chief inspector.

Carriers Want "Continuous" Demurrage.

C. G. Burson, traffic mgr., Pittsburgh Grain & Hay Exchange, has filed a complaint for his Exchange with the Interstate Commerce Commission objecting to the enforced payment of what the Pennsylvania Ry. is pleased to call "continuous" demurrage. If the Pennsylvania Lines West of Pittsburgh are successful in assessing this charge it is believed that all other central and eastern roads would immediately follow suit.

Many of the cars arriving at Pittsburgh are forwarded to the various elevators, after the grain has been inspected, for weighing. If the road moves the cars promptly not more than a few hours should be required in this work, but it often happens that before the grain is weighed and the cars resealed for reforwarding, many days have elapsed. This is due to the inability of the carrier to move the cars about its yards. In computing demurrage the road includes all of the time required to move the cars from the inspection yards to the elevators for weighing. The consignee has no control over the conditions which cause the delay of this transfer and the Pittsburgh receivers feel that they are entitled to this time as free time.

Mr. Burson filed his complaint with the Interstate Commerce Commission as soon as the railroad made known its intention to make this charge, and the complaint was up for hearing on July 15. Since the railroad decided to make this charge, or since Feb. 1, 1915, more than \$2,000 of "continuous" demurrage has accumulated, payment being held up pending the decision of the Commission.

CLOSE STUDENTS of the trade, after a careful analysis, state that, considering the international requirements and the poor prospects of our next wheat crop, with the European war to be expected to continue well into 1917, prices of wheat are exceptionally low, and while the offerings of our winter wheat will increase and at times have a depressing effect on prices, the world's requirements are so great that we confidently expect to see prices gradually work to a higher level.—W. H. Perrine & Co.

Leopold-Todd Grain Co.

The Leopold-Todd Grain Co. is a recent corporation in the grain trade at Omaha, and the success of its officers in other grain ventures assures success for the new company at Omaha.

Its president, Jos. Leopold, was manager of the Frank Hoes line of elevators for five years, after which he was president of the Leopold-Hoes Grain Co. at Sioux City for two years. This company now has its headquarters at Omaha, with a branch at Sioux City.

F. H. Todd, sec'y-treas. of the Leopold-Todd Grain Co., was manager of the Hoes elevators for four years previous to the Leopold management. After giving up that work he spent seven years in the banking business at Merrill, Ia. The last year was spent with the Leopold-Hoes Grain Co. at Sioux City.

Frank Hoes, vice-pres. of the Leopold-Todd Grain Co., has been in the grain and banking business with headquarters at Merrill, Ia., for the last 15 years. In 1914 he organized with Mr. Leopold, who was then managing his elevators, the Leopold-Hoes Grain Co., Sioux City. In addition to his office with the Leopold-Todd Grain Co., Mr. Hoes retains his banking and grain connections at Merrill. He is a brother of Wm. Hoes of Hoes & Luethe, Spencer, S. D., a former state senator, who now operates a line of eight elevators.

The Leopold-Todd Grain Co. holds memberships in the Sioux City Board of Trade and the Omaha Grain Exchange, and is also a member of the Grain Dealers National Ass'n.

F. W. Aste, member of the London Corn Exchange, has failed. The liabilities are \$250,000; but it is that the firm will be able to pay from 40 to 50c on the dollar. The failure was brot about by speculation in grain, the recent decline having caused heavy losses.

WE GET a great deal of benefit out of the Journal, and consider it well worth the money.—D. A. Eichenour, mgr. Durham Grain Co., Durham, Kan.

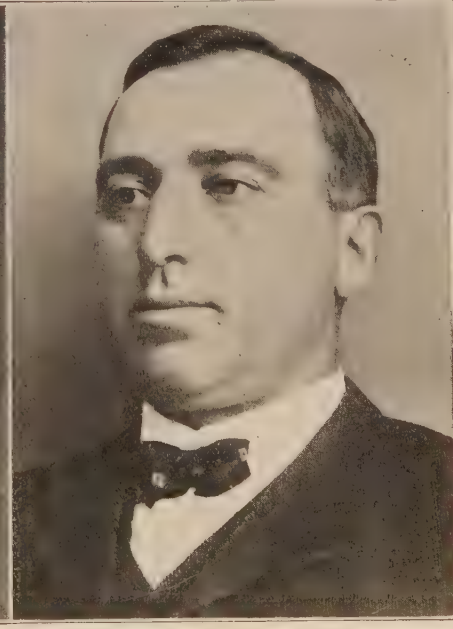
Hays, Kan., July 17.—Grain is moving pretty freely and indications of a serious car shortage are already looming up. Dealers along this line are being delayed a day or so already.—W. B. G.



F. H. Todd, Omaha.



Jos. Leopold, Omaha.



Frank Hoes, Merrill, Ia.

Grain Trade News

ARKANSAS

Lonoke, Ark.—A 125,000-bu. warehouse is under construction for the Lonoke Rice Mfg. Co.

Ft. Smith, Ark.—Charles Kent has bot the interest of S. M. Durett in the D. D. Flour & Grain Co. and Mr. Durett has bot the property of the Majestic Mfg. Co.

Stuttgart, Ark.—Contract has been let by the Stuttgart Rice Mill Co. for a new elvtr. and rice warehouse, with a capacity of 100,000 bus. of rough rice and a handling capacity of 3,000 bus. per hour. Equipment includes 40 bins, automatic scales and cleaning machinery. Electric power will be installed.

CALIFORNIA

Lamanda Park, Cal.—The Ambler Grain Co. has installed new grinding machinery in its grain warehouse, on the Santa Fe.

Oakland, Cal.—The machinery is being installed in the new plant, erected by the Shredded Wheat Co., and it will be in operation early in 1917.

Chowchilla, Cal.—The Colley & Browning Elvtr. Co. has been organized, by W. C. Colley, S. N. Browning and Mrs. M. Browning, to operate the recently completed elvtr., which is now completed. This is the first public elvtr. in this state.

CANADA

Shebo, Sask.—The Standard Elvtr. Co. is building an elvtr.

Rhein, Sask.—An elvtr. is under construction for Peaker Bros.

Kamloops, B. C.—An elvtr., handling plant and flour warehouse will be erected by the Hedley Shaw Mfg. Co.

Rosetown, Sask.—A 30,000-bu. elvtr. will be erected by the Badger Mill Co., making the 7th elvtr. in this town.

Clanbogie, Man.—The Lake of the Woods Mfg. Co. is erecting an elvtr. at this station, which is north of Winnipeg.

Calgary, Alta.—George H. Laying, agt. of the N. Bawlf Grain Co., is now traveling superintendant for the company.

Crystal City, Man.—The government elvtrs., leased to the Grain Growers Grain Co., at this city and Snowflake, are being wrecked and will be rebuilt at Folliston and Clearwater.

Ft. William, Ont.—Charles G. Robertson, a private with the Canadian troops in France, and for 15 years in the grain business here and at other points in the Northwest, died in a hospital at Boulogne.

Ft. William, Ont.—The following is a ruling on shortages recently announced by the Board of Grain Commissioners, from this point: "The Board of Grain Commissioners does not consider that the unloading elvtrs. should extract the $\frac{1}{4}$ bu. per thousand bus. allowance where there is considerable damaged grain, and where the claim is made, therefore, on the underwriters. In these cases, the unloading elvtrs. have no liability to meet as to shortage. The Board of Grain Commissioners rule that settlements for shortages must be based on the closing cash price on the Winnipeg market, the date the vessel leaves Ft. William or Ft. Arthur, plus freight charges and 'fobbing' charges at the head of the lakes."

WINNIPEG LETTER.

A line of elvtrs. will be established in western Canada by the Duluth-Dakota Grain Co.

The Thunder Bay Elvtr. Co. incorporated; capital stock, \$1,000,000; incorporators, Clarence B. Piper and others.

A. E. Boyle has been appointed sec'y of the Board of Trade, succeeding Dr. C. N. Bell, who has held the position for 28 years. Dr. Bell will be consulting sec'y.

A new trial has been granted in the suit brot by Edward J. Bawlf & Co. against Barton Bros., for \$5,000. The jury returned a verdict for \$1, after being out more than 24 hours, and the court held the amount to be grossly inadequate.

A notice was posted July 18 on the board at the Grain Exchange as follows: Because of the extremely hot weather some of the tough grain in store in the terminals is not keeping properly and a considerable percentage of cars inspected tough at Winnipeg and arriving at the terminals in a heated condition. To properly protect shippers it may be necessary to dry the tough grain already in store or to refuse to receive tough grain without drying. The trade will please take notice that all such grain from this date is subject to drying in accordance with tariff on file with board of grain commissioners.

Premier Norris has announced his policy in regard to the government elvtrs. of the province, which is a practical policy of rehabilitating the system and putting it on a solid and paying basis. The salient points of the new policy are: Sale of extra elvtrs. at points where the government owns more than one. Moving of 5 elvtrs. to other points. The elvtrs. to be moved are at points where the government owns another elvtr. Replacing of worn out and inadequately small elvtrs. by new ones of a size adequate to the needs of the market they are destined to serve. The painting this year of 70 of the 164 elvtrs. owned by the government, the balance to be painted and repaired next year. In this way it is expected that the season of 1917 will find all the government elvtrs. in the province in first class working order and in a spick-and-span condition thruout. Renewing the lease of the elvtrs. to the Grain Growers' Co. for one more year. The present lease expires on Aug. 30.

The com'te of the privy council on Mar. 22 gave to the board of grain commissioners for Canada authority to make inquiry into the whole conditions of handling and marketing grain in western Canada. The first meeting of the board under this new inquiry was held in Fort William on July 18 to consider applications from the city of Fort William and the board of trade of that city in connection with a joint terminal scheme for the head of the lakes. The text of the application was that the 3 transcontinental lines each own and operate their own terminal facilities, and these facilities were not built on any pre-arranged plan, with the consequence that a large amount of unnecessary expenditure had developed. The policy hitherto had been that private elvtrs. have been connected with only one line, and the facilities have been diffused over a large space. Operators have had either to pay switching charges on grain not carried by the line connected with their elvtr. or make arrangements with the other elvtrs. to accept car for car of grain without switching. This was claimed to be injurious to competition. The application stated with confidence that this was one condition necessary for the success of a sample market at the head of the lakes.

The board of grain commissioners announced also that they will hold a meeting in the Grain Exchange, in this city, on July 26, to renew the discussion on the above subject, which was carried over from the last meeting held in May.

The National Elvtr. Co. will operate 40 elvtrs. this season, many on the Goose Lake line of the Canadian Northern Ry.

COLORADO

Amherst, Colo.—Louis Speltz has bot the elvtr. of the Crete Mills, of Crete, Neb.

Gill, Colo.—The Gill Trading Co. has purchased a Hall Signaling Grain Distributor.

Roggen, Colo.—The Crescent Mill & Elvtr. Co. will build a warehouse in connection with its elvtr. here.

Hudson, Colo.—The Crescent Mill & Elvtr. Co., operating an elvtr. here, will build a warehouse in connection.

Wellington, Colo.—The Ft. Collins Mfg. & Elvtr. Co. of Ft. Collins, has purchased a site and will build an elvtr. next season.

Keota, Colo.—Work is progressing on the 15,000-bu. cribbed elvtr. for which the Colorado Mill & Elvtr. Co. let contract to the White Star Co.

Otis, Colo.—J. L. Hall has succeeded me as mgr. of the Farmers Elvtr. & Supply Co.—Jas. Morrison, mgr. Atlanta Equity Union, Atlanta, Neb.

Longmont, Colo.—The Farmers Union Elvtr. & Supply Co. contemplates the installation of a small flour mill in connection with its elvtr. and warehouse.

Briggsdale, Colo.—The Model Mfg. & Elvtr. Co. has let contract for a 12,000-bu. elvtr. to W. C. Bailey. Equipment includes a complete Hall Signaling Grain Distributor Leg.

Sterling, Colo.—The Farmers Union, operating elvtrs. at this place, Padroni and Peetz, contemplates the addition of 2 or 3 more stations under the management of its headquarters here. M. J. McMullen is general mgr.

Wiggins, Colo.—The Crescent Mill & Elvtr. Co. will erect a 2-story 14x40 ft. warehouse in connection with its elvtr. The basement will be 9 ft. and the 2nd story 10 ft. and will be level with the floors of the cars to facilitate unloading seeds and flour.

Denver, Colo.—The first annual convention of the Denver Grain Exchange Ass'n will be held in this city Aug. 1-2. The visitors will be taken on an automobile trip over Lookout Mountain, followed by a dinner Aug. 1 and the meeting will close Aug. 2 with a dinner and a general good time at Lakeside.

DISTRICT OF COLUMBIA

Washington, D. C.—W. S. Hoge & Bro. are enlarging their warehouse. The Wilkins & Rogers Mfg. Co. is adding 25,000 bus. additional storage space to its plant. J. V. Craig.

IDAHO

Cottonwood, Ida.—The Farmers Union Warehouse Co., Ltd., is building a flour mill adjoining its elvtr. and warehouse.

Downey, Ida.—The erection of an elvtr., to be ready for business this fall, is planned by the Farmers Society of Equity.

American Falls, Ida.—The Oneida Mfg. & Elvtr. Co. is building an 80x100 ft. warehouse, with a concrete floor and 3 unloading doors.

Nampa, Ida.—Daniel L. McBane, of the Nampa Mfg. & Elvtr. Co., was married July 6 to Miss Ada L. Newton, of Inavale, Neb.

Ferdinand (R. R. name Steunenburg) Ida.—Work has been started on the erection of an 85,000-bu. elvtr., which will cost \$17,000.

Joel sta. (Moscow p. o.) Ida.—The Raymond Grain Co. has placed W. A. Buchanan in charge of its recently acquired grain warehouse at this point.

Moody, Ida.—The W. O. Kay Elvtr. Co. will build warehouses here and at Byrne, on the O. S. L. Ry., east of Rexburg.—W. F. Toller, agt. W. O. Kay Elvtr. Co., Rexburg.

Walker Siding, Ida.—The Woodmansee & Webster Co., of Rexburg, will install a Richardson Type Registering Grain Elvtr. Scale and a Hall Signaling Grain Distributor in its elvtr. here.

Ririe sta. (Iona p. o.) Ida.—Ground has been broken for a 30,000-bu. elvtr. by the Intermountain Farmers Equity Co. Coal sheds and an implement shed will be built in connection. The company has a capital stock of \$11,000.

Buhl, Ida.—The Buhl Grain & Produce Co. is building a reinforced concrete addition to its plant, which will increase its grain storage capacity 15,000 bus. and the floor space 3,000 ft. New seed cleaning machinery is being installed.

Gwenford, Ida.—The capital stock of the Gwenford Mill & Elvtr. Co. has been increased and the company is now under the management of Charles Young, who took charge July 1. The plant will be enlarged and improved.

Peck, Ida.—Our company has decided to reincorporate and increase the capital stock to \$25,000. We intend to build a real elvtr. next spring and handle grain the way it should be handled.—E. E. Hoge, of Farmers Warehouse Co., Ltd.

Post Falls, Ida.—H. Eisenhauer has bot a mill building, which he will remodel into an elvtr., with a capacity of several carloads of grain. He will move it to the Inland Electric right-of-way and will install cleaning machinery and his present feed grinding and crushing equipment.

Aberdeen, Ida.—The Globe Mills, of Los Angeles, Cal., are reported as financing the Farmers Society of Equity, of Utah and Idaho, to the extent of \$50,000. This society is building new elvtrs. here and at Ririe and already has elvtrs. at Ashton and St. Anthony. I have not heard whether or not the society will build near this place.—W. F. Toller, agt. W. O. Kay Elvtr. Co., Rexburg.

Kimberly, Ida.—The Idaho Seed & Produce Co., H. W. Mund, mgr., is building an up-to-date elvtr., fully equipped, adjoining the concrete seed warehouse, now under construction. It will be completed in time for this season's grain crop. This company operates in connection with the Vogeler Seed & Produce Co., of Salt Lake City, Utah.—Wm. Wagner, mgr., Jerome Mlg. & Elvtr. Co., Jerome.

Jerome, Ida.—We are about to construct a 40,000-bu. elvtr. at this point and handle grain in bulk, where heretofore same has been handled in bags, which this year are very high. We will install new seed cleaning machines. Our elvtr. will be up-to-date in every respect with latest improved machinery and scales. We also plan a loading station at Falls City, 10 miles east of Jerome.—Jerome Mlg. & Elvtr. Co., per. Wm. Wagner, mgr.

Wendell, Ida.—The Wendell Mlg. & Elvtr. Co. has bot out Dorman & Lorimer and will continue in the grain and seed business with F. J. Dorman as mgr. Extensive improvements will be made and a small elvtr. will be erected this fall or next season, at this station, which is 12 miles west of Jerome. This company operates in connection with the Vogeler Seed & Produce Co., of Salt Lake City, Utah.—Wm. Wagner, mgr. Jerome Mlg. & Elvtr. Co., Jerome.

ILLINOIS

Fulton, Ill.—I am no longer buying grain.—J. C. Snyder.

Oreana, Ill.—The Oreana Grain Co. is installing a new scale.

Cooksville, Ill.—A new office is being erected by the Cooksville Grain Co.

Ludlow, Ill.—The elvtr. and office of the Farmers Elvtr. Co. will be painted.

Baldwin, Ill.—The Randolph Mlg. Co. is building new steel grain storage tanks.

Stronghurst, Ill.—The Farmers Elvtr. Co. is being organized to operate an elvtr.

Hammond, Ill.—T. J. Kizer is installing a Hall Signaling Grain Distributor in his elvtr.

Nashville, Ill.—The Huegely Mlg. Co. has erected new steel grain storage tanks.

Genoa, Ill.—Zeller & Sons will install a Richardson Automatic Registering Grain Scale.

Ridgefarm, Ill.—Work has been started on the erection of an elvtr. by Jones & Weathers.

Cairo, Ill.—H. S. Antrim & Co. will move their offices into the new Cairo National Bank Bldg.

Edinburg, Ill.—The Farmers Grain Co. has bot a Hall Signaling Grain Distributor for his elvtr.

Roberts, Ill.—The Farmers Grain Co. has increased its capital stock from \$10,000 to \$25,000.

Dickerson, Ill.—Vennum & Gilmore bot and took possession July 10 of the elvtr. of W. Boulware.

Blackstone, Ill.—Work is progressing on the elvtr. under construction for the Farmers Elvtr. Co.

Bushnell, Ill.—August Marquardt, of Pekin, has secured a position with the Geo. W. Cole Grain Co.

Cairo, Ill.—The Board of Trade will have a new set of by-laws ready for distribution at an early date.

Clinton, Ill.—The framework of the new 18,000-bu. elvtr. under construction for Cline & Wood, has been completed.

Toluca, Ill.—Fred Schwartz is mgr. of the Farmers Elvtr. Co. The report that H. N. Carmon was mgr. is incorrect.

Cameron, Ill.—Our Santa Fe Elvtr. will be equipped with a new belt and cups.—J. C. South Grain & Coal Co., Knoxville.

Tolono, Ill.—I sold my elvtr. to Wm. Murray, of Champaign, not to Rufus Smith as was recently reported.—H. H. Schulenberg.

New Lenox, Ill.—Willis Morris has bot the grain business of N. H. Dickinson, who will retain his lumber yard and general store.

Marseilles, Ill.—Sherman R. Lewis, successor to the Bruce Grain Co., is having the elvtr. and corn crib moved to another location.

Colchester, Ill.—Our elvtr. will be completed and open for business before Aug. 1.—J. M. Dunsworth, mgr. Colchester Elvtr. Co.

Petersburg, Ill.—The Charter Oak Elvtr. Co. is doing some remodeling and installing a new Richardson Automatic Scale for loading cars.

Virginia, Ill.—Arthur Carls, of the Hofstetter-Carls Lumber & Grain Co., is under quarantine, suffering with a severe attack of measles.

Beardstown, Ill.—A meeting of the members of this district of the Illinois Grain Dealers Ass'n was held July 7, with about 50 dealers in attendance.

Stillman Valley, Ill.—Edward Seeberg has succeeded Anthony Rydhoem as agt. of the Neola Elvtr. Co. and Mr. Rudhoem has been transferred to a station in Iowa.

Forest City, Ill.—A passing locomotive set fire to one of the coal sheds owned by the Forest City Grain Co. The blaze was extinguished with slight damage.

Murrayville, Ill.—The Farmers Elvtr. Co. will remove its recently acquired elvtr. from its present site. The company contemplates the erection of a 30,000-bu. house.

Saluda, Ill.—Our elvtr. here has been greatly improved by the construction of a dirt level dump and the installation of new machinery.—J. C. South Grain & Coal Co., Knoxville.

Caledonia, Ill.—Ralston Bros. have started work on the 30,000-bu. elvtr., for which they let contract to the Younglove Construction Co., to replace their elvtr., burned Apr. 18.

Mahomet, Ill.—The office of the Mahomet Grain Co. has been remodeled, the roof reshingled, and other improvements made in the plant, including the installation of a 25-h. p. engine.

Greenview, Ill.—Farmers Grain Co. incorporated; capital stock, \$12,000; incorporators, W. P. Montgomery, E. E. Claypool and others.

Sheridan, Ill.—Bert Stewart, while working on top of the elvtr., lost his footing and fell a distance of 70 ft. As he fell on soft ground, a broken leg was the only injury he received.

Mazon, Ill.—I have bot the west elvtr., known as the T. E. Kelly Elvtr. and will operate it on my own account, taking possession July 18.—A. F. Gilchrist, formerly at Gibson City.

Plainfield, Ill.—Burglars entered the office of the Plainfield Grain Co. July 14 and opened the safe, which contained nothing of value. They left with a check protecting machine, valued at \$35.

Sycamore, Ill.—J. M. Kirby, of Shabbona, member of the Chicago Board of Trade, who clears thru Harris, Winthrop & Co., has opened a branch office in the Townsend Bldg., with O. G. Pike in charge.

Ottawa, Ill.—I have not started building an elvtr. to date on account of the high price of material and the fact that a movement has been started for track elevation, which interferes with the location.—H. J. Ruckrigel.

Manito, Ill.—We have installed a new automatic scale, manlift and car puller in our elvtr. and have repaired the house thruout, making it more convenient in every way.—A. R. Harbaugh, mgr. Smith-Hippen Co.

Opheim, Ill.—The newly organized Opheim Farmers Grain Co. bot the elvtr. and coal business of F. A. Larson, at public sale for \$4,500. The new company has taken possession and employed R. T. Gustus as mgr. until Jan. 1.

Arcola, Ill.—Hereafter the style of the firm, formerly known as J. M. Ernst, will be J. M. Ernst & Son, as I have taken my son, Ralph G. Ernst, into partnership with me, and in the future he will take an active part in the business.—J. M. Ernst.

Doran, Ill.—The decision in favor of the Farmers Grain Co., against the Illinois Central Railroad Co., giving judgment for grain lost in transit, will stand, the Appellate Court at Springfield July 1 denying the Illinois Central a rehearing.

Hanna City, Ill.—The recently organized Farmers Elvtr. Co. incorporated; capital stock, \$15,000; incorporators, John C. Cameron, Henry J. Marstetter and Elbert O. McCullough. An elvtr. was purchased a short time ago, which will be in charge of E. O. McCullough.

Jenkins switch (Clinton p. o.), Ill.—Charles L. Smith has purchased the elvtr. of Robert Jenkins here and leased the elvtr. at Craig sta. (Ospur p. o.). He will probably open an office in Clinton and manage both elvtrs. from that point. Mr. Smith recently disposed of his elvtr. at Ilopedale.

McCarty's Switch (Waverly p. o.), Ill.—Our 20,000-bu. elvtr., now under construction, will be completed by Sept. 1. Equipment includes a cleaner, conditioners, sheller and other up-to-date machinery. The Newell Construction Co. has the contract for the elvtr., which is on the C. & A. Air Line.—I. L. Sears, mgr. McCarty Farmers Elvtr. Co.

Bonfield, Ill.—E. Smith & Co., whose elvtr. was burned last fall, are defendants in a suit brot by E. L. Wellman, of Grand Rapids, Mich., to recover damages for breach of a contract Smith & Co. were unable to fill. Smith & Co. allege that a certain amount of grain in the elvtr. had been purchased by Wellman and remained in the elvtr. at Wellman's risk.

East St. Louis, Ill.—J. F. Sullivan, chief grain inspector, has issued a report of business of the East St. Louis dept. for the fiscal year ending June 30, 1916. A total of 23,704 cars of grain was inspected, approximating 33,185,600 bus. There were 151 applications for reinspection. The supervising inspector sustained the inspection dept. on 124 cars, and the applicants on 27 cars.

Pekin, Ill.—The Burrell Engineering & Construction Co. recently was granted a reversal of the decision of the lower court in the suit to recover for plans of an elvtr. furnished the Pekin Farmers Grain Co.

Sutter sta. (Hopedale p. o.), Ill.—George W. Albright and Eliza Albright v. Farmers Grain Co. is a suit filed July 14. The litigation goes back to last December, when E. F. Verry, of Armington, attached some 1,500 bus. of corn for a note given by Robert Griffin, with George W. Albright as security. Mr. Albright paid the note and is now suing to recover the corn in the elvtr., which was delivered by Griffin, tenant of the Albright farm.

Knoxville, Ill.—We will operate the same elvtrs. as last season, viz., Saluda, Cameron and Monmouth, on the C. B. & Q. R. R., and Surrey, Cameron and Ormonde, on the A. T. & S. F. R. R. In addition to these we will open the elvtr. of J. H. Dole & Co. at Galesburg, which was closed last season. The necessary repairs have been made on all our elvtrs. to put them in readiness for the handling of the new crop.—J. C. South Grain & Coal Co.

Elwin, Ill.—J. R. Buckler was seriously injured July 5 at the elvtr. of G. S. Connard & Co. He was changing the spout from a full bin to an empty one, and on account of the lack of space, he had to step backward. His foot slipped, went into the conveyor and was caught beneath the floor. He cried out and the engineer shut off the machinery, but as he had already tried to stop it his hand was slightly crushed. The floor had to be pried up and it was 15 minutes before his foot was extricated, so badly crushed that it was believed at first it would have to be amputated.

Sidell, Ill.—The State Industrial Board has made an award of \$2,565.53 in the suit brot by the estate of Albert Smith against Paul Kuhn & Co., of Terre Haute, Ind. The award is based upon the annual earning capacity of \$600, the annual wage of the boy. At the time of his death he had been employed at the company's elvtr. only 10 days. He was smothered to death in a corn bin of the company's elvtr. on Oct. 7, 1915. The award is for \$5.77 a week for 415 weeks and \$5.45 for one week. To this is to be added \$163.53, accrued from the date of the death until the date of the decision of the board.

CHICAGO NOTES.

The Acme Malting Co. has taken over the malting plant and warehouse of the P. H. Rice Malting Co. The purchase price was \$114,585.

A 3rd dividend on the claims of creditors of the defunct W. A. Fraser Co. was declared July 5 and ordered paid by Referee Sidney C. Eastman.

S. H. Smith, formerly general attorney for the Interstate Commerce Commission, is now with the J. Rosenbaum Grain Co., in charge of its legal dept.

Circulation of sensational and unverified reports during the present black rust scare is being scrutinized closely by officials of the Board of Trade.

The directors of the Board of Trade on July 11 returned without approval the petition of several out of town members for a mail vote on changes in the rules.

Frank E. Alstrin, for several years mgr. on the floor of the Board of Trade for Finley Barrell & Co., has been admitted to membership in the firm. Mr. Alstrin entered the employ of the firm 18 years ago as messenger.

John Ridgeley Marshall and Richard Gambrill, Jr., have applied for membership in the Board of Trade. Thomas Crerar, P. W. Cushman, J. A. Hogle, F. W. McWhinney, J. P. Lynn, J. F. Budelman, of Montclair, N. J., Geo. W. Blanchard, of New York, and Earl Oswald, of Hollenberg, Kan., have been admitted to membership, and the memberships of R. S. Johnston, Geo. U. Kirkpatrick, Harry E. Miller and the estate of Richard C. Russell have been posted for transfer. Memberships are quoted at \$4,200 net to buyer.

George W. Miley, of Lowell Hoit & Co., died July 9, from injuries received when he fell from a street car on July 4. He was a member of the Board of Trade and had been trading for 47 years.

Wm. H. Gallagher has been suspended from the Board of Trade for 2 years, on the charge of irregularity in his manner of doing business. He has been doing a brokerage business on his own account.

The Keusch & Schwartz Co., Inc., will dissolve on Aug. 12. It will be succeeded by B. F. Schwartz & Co. and the Keusch Grain Co., each capitalized at \$100,000. There will be no interchange of interests between the 2 new corporations. Both will continue to transact the same character of business as the Keusch & Schwartz Co., Inc., have heretofore transacted.—B. F. Schwartz.

PEORIA LETTER.

Fire in a grain conveyor at the Atlas Distillery July 13 was extinguished, with a loss not exceeding \$200.

Every scale in this city has been thoroly tested and found to be weighing correctly. The railroad test car was here recently, testing scales at the elvtrs. and grain handling industries.

The Burlington Elvtr. has been operated night and day on account of the heavy business and the limited storage space at this market. Grain dealers have been obliged to refuse orders for grain because the elvtrs. and railroads were not able to handle the business.

Steam shovel operators at the Burlington Elvtr. were granted an increase of 5c per hour in wages July 5, following a walk-out. They had previously received 35c per hour. The demand for increased wages was granted quickly and the men were off their work only a few minutes.

Peoria, Ill.—Emil Wanner, weighmaster for the Iowa Elvtr., was standing on top of a freight car July 11, when a switch locomotive coupled on. He lost his balance and plunged to the ground, sustaining 2 fractured arms and other serious injuries. Physicians believe he will recover.

INDIANA

Remington, Ind.—Frank Kelly has sold his elvtr. at this place.

Ft. Wayne, Ind.—Charles H. Granger has been ill for the past month.—H. E.

Gas City, Ind.—The Gas City Elvtr. Co. is excavating for a large warehouse.

Mongo, Ind.—Smith & Wingard have their new elvtr. practically completed.

Middletown, Ind.—E. K. Sowash has enlarged and improved the office at his elvtr.

Hope, Ind.—Jauvre & Stafford, of Thorn-town, have bot the elvtr. of Simon Nading.

Brems, Ind.—I have bot and am operating the elvtr. of W. S. Pulver.—John C. Young.

Lebanon, Ind.—Robert Stahl, of Thorn-town, has purchased a site and will build an elvtr.

Argos, Ind.—Isaac Reed & Son have purchased the Nickel Plate Elvtr. from C. H. Grube.

Morristown, Ind.—Patten & Zike have placed urns, filled with flowers, in front of the offices at their elvtr.

Fortville, Ind.—H. C. Hirsch, of Celina, O., has bot the elvtrs. of W. D. Springer, on the New York Central.

Mulberry, Ind.—The Jay Grain Co. is building an addition to its elvtr., to be used for seeds, fertilizer, etc.

Remington, Ind.—E. Swift is now installed as bookkeeper in our office.—M. C. Coover, mgr. Farmers Elvtr. Co.

Pendleton, Ind.—Collenwood Bros., of Indianapolis, bot and took possession July 19 of the elvtr. of Taylor & Brown.

Frankfort, Ind.—The Indianapolis Board of Trade Team was defeated in a baseball game with the Clinton County Grain Dealers Team. The score was 6 to 5.

Messick, Ind.—The elvtr. of Cox & Horner has been sold and the new owners will take possession at an early date.

Kewanna, Ind.—Jordan & Baird, props. of an elvtr. here, have bot the elvtr. of the Starr Grain Co., and will now operate both houses.

Philadelphia sta. (Greenfield p. o.) Ind.—I have just completed a 7,000-bu. elvtr., electrically equipped.—George O. Dunn, Mt. Comfort.

Townley sta. (Monroeville p. o.), Ind.—Brady Bros., of Payne, O., have bot the Townley Elvtr., formerly owned by the late S. A. Spaulding.

Muncie, Ind.—James E. Sturgeon, grain dealer, has filed a voluntary petition in bankruptcy. His liabilities are listed at \$1,737.38 and his assets at \$595.

Anderson, Ind.—Fire was discovered in a pile of cinders in the rear of the elvtr. of the Union Grain & Coal Co., and extinguished before any damage was done.

Marion, Ind.—The J. W. Harvey Co. incorporated to engage in the grain and milling business; capital stock, \$25,000; incorporators, J. W., Harry C., and N. J. Harvey.

Winamac, Ind.—The Farmers Elvtr. Co. is now building an office and seed room in connection with its new elvtr. Raymer Spurgeon has been hired as 2nd man at the elvtr.

Letts, Ind.—We will operate our recently acquired elvtr. under the name of the Letts Grain & Lumber Co. Jas. R. Crawley and myself comprise the firm.—John C. McCannon.

Vincennes, Ind.—James Emison, of J. S. Emison & Co., operating a 250,000-bu. elvtr. and the Atlas and Baltic Mills, died July 4, aged 70 years. He had been ill since January.

Columbia City, Ind.—August Emerson, for the past 3 years mgr. of the elvtr. and mills of R. Tuttle & Co., has succeeded August Koop as mgr. of the Columbia City Mill & Elvtr. Co.

Avilla, Ind.—Logay Bly, who superintends the elvtr. of Stiefel & Levy at this place, met with an accident while at work, which incapacitated him from duty. Ed Kinney is taking his place at the elvtr.

Ft. Wayne, Ind.—C. A. Hepker, grain dealer, is dead from injuries received when an automobile, in which he was riding, was struck by an interurban car. His son, who was with him, will recover.

Greenfield, Ind.—Daniel G. McClarnon and myself are the new owners of the New Mlg. Co., operating an elvtr. here. Mr. New now owns a one-fourth interest in the Greenfield Mlg. Co.—Cassius M. Curry.

Evansville, Ind.—George F. Lamey has succeeded his father, J. W. Lamey, who retired after being mgr. of the Ziliak & Schafer Mlg. Co. for 35 years. The company has completed its new grain warehouse, which replaces the one burned Mar. 17.

Vallonia, Ind.—Otis Bundy has purchased an interest in the grain and milling business of the L. L. Bundy Mill Co., forming a partnership with his brother, Louis Bundy. They have increased the capital stock to \$10,000.

Ft. Branch, Ind.—R. S. Boyle has assumed the management of the elvtrs. of A. Waller & Co. at this place, Kings and McGary. He will have personal charge of the elvtr. here, Russel Showers at Kings, and Simon Alcorn at McGary.

Rich Valley, Ind.—The co-operative elvtr. company which the agitators tried to organize at this station did not materialize, but some receivers and supply houses continue to send mail to it. This all goes to one farmer, who is a renter.

Jonesboro, Ind.—The elvtr. and flour mill, owned by the Chas. F. Nabor Mlg. Co., burned July 14, causing a loss of \$25,000, partly covered by insurance. The blaze was first seen in the upper story of the structure. Repairs on the building had just been completed, at a cost of \$5,000.

Terre Haute, Ind.—The Indiana-Illinois Elvtr. Co. has filed a mortgage of \$175,000 on its elvtr. in this state and Illinois. The mortgage is for funds, which are to be used to buy and equip additional elvtrs.

Winchester, Ind.—The Goodrich Bros. Hay & Grain Co. petitioned the city council for the erection of a frame building within the fire limits, which was granted. The building will be tightly weather-boarded and covered with a fireproof roof.

INDIANAPOLIS LETTER.

The following have been admitted to membership in the Board of Trade: William G. Haug, Howard M. Rudeaux, John Cox Sheets, of this city, and Claude S. Reed of Windfall.

A company is doing business in this city under the name of the Indianapolis Farm Products Co., with which a man, by the name of W. J. Riley, is connected. Some grain dealers, especially in Illinois, have understood or thought this man was the sec'y of the Indiana Grain Dealers Ass'n. I desire the entire trade to know that W. J. Riley and Chas. B. Riley, sec'y, are entirely different persons. The latter is the sec'y of the Indiana Grain Dealers Ass'n, and not connected directly or indirectly with any grain business any place, and not even related to W. J. Riley, nor any other Riley connected with the grain business here or elsewhere.—Chas. B. Riley, sec'y Indiana G. D. A.

William H. Howard has been unanimously re-elected to serve as sec'y of the Board of Trade, a position he has held since 1909. The following com'ites have been appointed by the governing com'ite: Grain—Harvey Mullins, chairman; E. Clifford Barrett, Harry J. Berry, H. H. Bingham, Bert A. Boyd, James M. Brafford, H. E. Kinney, E. K. Shepperd and Frank A. Witt. Grain Arbitration—Edward D. Evans, chairman; Edgar D. Anderson and F. M. Montgomery. Grain Discount—Frank A. Witt, chairman; P. M. Gale, H. E. Kinney, Harvey Mullins and E. K. Shepperd. Grain Inspection Appeals—Charles A. Shotwell, chairman; William C. Hayward, Oscar V. Rouse, Fred W. Scholl and W. B. Wells.

IOWA

Hawkeye, Ia.—The Farmers Elvtr. Co. will build a new feed warehouse.

Cumberland, Ia.—Needed repairs are being made on the elvtr. of Turner Bros.

Union, Ia.—I will be mgr. of the Farmers Elvtr. Co.—M. G. Gosling, Grundy Center.

Rose Hill, Ia.—Gid Boles has bot and taken possession of the elvtr. of Thos. Beatty.

Peterson, Ia.—Jos. Sawyer will be mgr. of the Farmers Elvtr. Co., taking charge Aug. 1.

Lester, Ia.—Bremer & Bremer, who bot the elvtr. of Wm. Lauck, have placed it in operation.

Plover, Ia.—B. W. Jeffries has succeeded Frank Fitzgerald with the Farmers Elvtr. Co.

Lawton, Ia.—H. Bremer has purchased the elvtr. of Sanborn & Co., which he formerly owned.

Grinnell, Ia.—B. E. Edwards has been retained as mgr. of the Farmers Elvtr. Co. for another year.

Forest City, Ia.—The recently organized Farmers Elvtr. Ass'n has bot the elvtr. of Henry Denzel.

Baxter, Ia.—Lightning struck the elvtr. of the Clarke Brown Grain Co. and slightly damaged it.

Hawarden, Ia.—The McCaull-Webster Co. reopened its elvtr. July 15 with H. M. McCreery as agt.

Meriden, Ia.—I am out of the grain business at present.—D. R. Miller, former agt. Quaker Oats Co.

Blanchard, Ia.—W. O. McClintock, of Fairfax, Mo., is the new mgr. of the Farmers Elvtr. Co., and will take charge of the elvtr. as soon as the company gets possession.

Shipley, Ia.—I am now mgr. of the Shipley Grain Co.—A. E. White.

Meriden, Ia.—I have secured a position with the Quaker Oats Co. at this station.—Albert E. King.

Rock Valley, Ia.—A large warehouse, adjoining the elvtr., is being erected by the Farmers Elvtr. Co.

Grafton, Ia.—Alvin Shultz has succeeded Jas. Smith, who resigned as mgr. of the Farmers Elvtr. Co.

Klemme, Ia.—I purchased and took charge July 24 of the grain business of W. R. Bloom.—M. O. Hocum.

Jolley, Ia.—O. Michaels, of Rockwell City, has been employed as mgr. of the Farmers Elvtr. Co. for the coming year.

Smithland, Ia.—I am now in charge of the elvtr. of the Trans-Mississippi Grain Co. at this point.—L. A. Cooke.

Ocheyedan, Ia.—Greig & Zeeman have completed the annex to their elvtr., which greatly increases the capacity.

Bondurant, Ia.—The elvtr. of the Clarke Brown Grain Co. was slightly damaged when struck by lightning recently.

Luray, Ia.—F. W. and W. A. Pothast, of Melbourne, have bot the 5,000-bu. elvtr. and coal sheds of Frank Wilkens.

Sherwood, Ia.—The recently organized Farmers Elvtr. Co. has arranged to buy the Mighell Elvtr. instead of building a new house.

Carnarvon, Ia.—Stoelk Bros. have purchased my elvtr., coal and live stock business and will take possession Aug. 1.—A. J. Graham.

Atlantic, Ia.—The grain dealers of western Iowa held a meeting and banquet in this city on July 20, to discuss matters of interest.

Springville, Ia.—We have sold our elvtr. and coal business to Hann Bros., giving possession July 8.—Jackson Grain Co., Cedar Rapids.

Walcott, Ia.—The elvtr. of the Farmers Mutual Elvtr. Co. has been completed by the Newell Construction Co., which had the contract.

Westgate, Ia.—An up-to-date elvtr. is being erected by the Farmers Elvtr. Co. Contract has been let to the Newell Construction Co.

Lester, Ia.—Fred Bremer, formerly mgr. of the Farmers Elvtr. Co. at Ocheyedan, has taken possession of the elvtr. he bot from Wm. Lauck.

Mapleton, Ia.—The Farmers Grain & Lumber Co. has taken an option on the 50-bbl. mill of D. E. Replogle, which has been idle for several years.

Gaza, Ia.—J. S. De Vries, formerly mgr. of the Farmers Elvtr. Co. at Hospers, took possession July 10 of the elvtr. which he bot from M. O. Hocum.

Ames, Ia.—The Central Iowa Grain Co. has cut a driveway thru its grain house so that the wagons, coming with grain, will not block the sidewalk.

Arthur, Ia.—The Shotwell Mfg. Co., of Chicago, Ill., handling popcorn, is erecting 4 concrete tanks, under the supervision of B. Sampson.

Ackley, Ia.—I have sold my elvtr. and grain business here to D. L. Mowbray, of New Hampton, possession to be given Aug. 1.—G. E. Conaway.

Crooks, Ia.—I am mgr. of the Farmers Elvtr. Co. and Elmer Webb has taken my place as agt. for Wright & McWhinney at Lohrville.—Peter Greenfield.

Ortonville sta. (Waukee p. o.) Ia.—The Ortonville Elvtr. Co. incorporated; capital stock, \$10,000; incorporators, Alfred Cadwell, S. S. Steele and others.

Auburn, Ia.—The recently incorporated Farmers Grain Co. will build an elvtr. as the deal for the purchase of the elvtr. of Howard & Jones did not go thru.

Marshalltown, Ia.—B. L. Cook, associated with his brothers, in the grain business under the name of the Cook Bros. Grain Co., has moved from Le Grand to this city.

Fremont, Ia.—W. E. Ehrenhard, the new owner of the "Q" Elvtr., is putting it in condition to handle the new crop. The platform scales are now being rebuilt.

Dawson, Ia.—The Farmers Elvtr. Co. is building a new elvtr. to be used in connection with its old 40,000-bu. house. The driveway will be made 3½ ft. lower.

Grundy Center, Ia.—Greig & Stockdale, of Estherville, have bot the elvtr., coal and feed business of the Paul C. Akin Grain Co. for \$12,000. Possession will be given Aug. 1.

Ida Grove, Ia.—I. N. Shearer & Sons are installing a new boot, with larger buckets, in their elvtr. Other changes are being made to facilitate the handling of grain and popcorn.

Grand Mound, Ia.—The elvtr. of the Quaker Oats Co. is being demolished and will be replaced with a house of large capacity. The Younglove Construction Co. has the contract.

Hospers, Ia.—A. T. Montgomery has taken charge of the grain and lumber business of the Farmers Mutual Co., which has installed a new oil engine. Morris Waanders is now ass't mgr.

Rodney, Ia.—F. D. Curtwright, Jr., of Manilla, will manage the elvtr. of the Neola Elvtr. Co., during the absence of A. B. Doolittle, who is making a 3-weeks' visit in Minnesota.—N.

Rodman, Ia.—We have completed our new warehouse and stocked it with a full line of flour and millfeed. The new building is 24x40 ft. with 8 ft. posts, and has an estimated capacity of 150,000 lbs. Our elvtr. has a capacity of 20,000 bus.—Turner & Frye.

KANSAS

Inman, Kan.—The Ball Mfg. Co. is building an elvtr. here.

Amy, Kan.—H. E. Sharp will install new machinery in his elvtr.

Clare, Kan.—The elvtr. at this place has been sold to J. A. Hacker.

St. Francis, Kan.—An elvtr. will be erected at once by Josiah Crosby.

Hilton, Kan.—Ernest Olson is the new agt. of the Lindsborg Mill & Elvtr. Co.

Healy, Kan.—The Farmers Elvtr. Co. is building an elvtr. at this place.—G.

Medicine Lodge, Kan.—H. W. Skinner has completed his new 40,000-bu. elvtr.

Irving, Kan.—The Farmers Elvtr. Co. has been organized to buy or build an elvtr.

Glasco, Kan.—Cary Dopp has succeeded J. E. Rogers as mgr. of the Glasco Grain Co.

Olmits, Kan.—The Geneseo Grain Co., of Geneseo, has succeeded the Olmits Grain Co.

Belpre, Kan.—The Farmers Equity Union has bot the elvtr. of the Rock Mill & Elvtr. Co.

Quinter, Kan.—I am building an up-to-date 20,000-bu. elvtr. at this station.—M. V. Harris.

Herndon, Kan.—We have installed a new Fairbanks-Morse Oil Engine.—Malone & Wenzel.

Hesston, Kan.—The Wall-Rogalsky Mfg. Co. has leased a site on which it will build an elvtr.

Inman, Kan.—An elvtr. is being erected by H. D. Williams, a farmer, for his personal use.

Edmond, Kan.—The Farmers Elvtr. Co. has installed a Richardson Type Registering Scale.

Stafford, Kan.—O. W. Krick, of Hutchinson, is now office mgr. of the Southwest Grain Co.

Natoma, Kan.—R. Mothershaft has succeeded E. H. Drake as mgr. of the Farmers Elvtr. Co.

Grinnell, Kan.—Borah & Beougher will install a Hall Signaling Grain Distributor in their elvtr.

Almena, Kan.—The Farmers Elvtr. Co. has let contract for a new elvtr. to the White Star Co.

Grainfield, Kan.—E. H. Drake has succeeded R. E. Terry as mgr. of the Farmers Business Ass'n.

Quinter, Kan.—The Farmers Elevtr. Co. will install a Hall Signaling Grain Distributor in its elevtr.

Levant, Kan.—Arrangements are being made for the erection of an elevtr. by the Farmers Elevtr. Co.

Lincoln, Kan.—We have moved our office from Milo to this city.—Lincoln County Farmers Elevtr. Co.

Emporia, Kan.—The Emporia Elevtr. & Feeding Co. has increased its capital stock from \$30,000 to \$60,000.

Kingsdown, Kan.—I am now in charge of the elevtr. of the Kingsdown Equity Exchange.—A. F. Bennett.

Otis, Kan.—I have succeeded H. J. Meisinger as agt. for the Lindsborg Mill & Elevtr. Co.—C. Lebsack.

Buffalo Park (Park p. o.), Kan.—I am erecting an up-to-date 15,000-bu. elevtr. at this station.—M. V. Harris.

Campus, Kan.—I am now with the Kansas Flour Mills Co. at this place.—James Borin, formerly at Stockton.

Olney, Kan.—The Farmers Grain & Supply Co. is equipping its elevtr. with 2 Hall Signaling Grain Distributors.

Preston, Kan.—The Preston Grain, L. S. & Mercantile Co. has increased its capital stock from \$10,000 to \$25,000.

Valley Falls, Kan.—The Hauck Mill & Elevtr. Co. has reopened its plant, which has been closed for some time.

Kinsley, Kan.—H. N. Sater is building an elevtr. on his farm. The equipment was furnished by the White Star Co.

Burton, Kan.—Work is progressing on the elevtr. under construction for the Ball Mfg. Co. C. D. Forby is local mgr.

La Crosse, Kan.—I have succeeded H. E. Jeffries as mgr. of the Farmers Union Mercantile & Elevtr. Co.—Paul Yost.

Assaria, Kan.—I have succeeded Ed C. Haines, who resigned as mgr. of the Farmers Elevtr. Co.—John E. Hughes.

McDonald, Kan.—A co-operative ass'n is scooping grain at this station.—E. G. Urbom, mgr. Equity Mercantile Exchange.

Clayton, Kan.—The Clayton Co-operative Mercantile & Grain Ass'n has been incorporated with a capital stock of \$7,000.

Hedeville sta. (Salina p. o.) Kan.—The Farmers Elevtr. & Co-operative Co. has been incorporated with a capital stock of \$10,000.

Cimarron, Kan.—The Farmers Elevtr. Co. took possession July 7 of the elevtr. which it bot from J. B. English several months ago.

Burdett, Kan.—The Burdett Grain & Supply Co. is overhauling and remodeling its elevtr. The White Star Co. is doing the work.

Bird City, Kan.—We have recently added a lumber yard to our business.—L. B. Kilmer, ass't mgr. Equity Mercantile Exchange.

Spearville, Kan.—The elevtr., under construction for C. C. Jennings, is practically completed. Electric power is being installed.

Kanona, Kan.—The Kanona Equity Exchange has let contract for an elevtr. to the White Star Co. and it is now under construction.

Ruleton, Kan.—Mr. Guggle has succeeded H. Kizer as mgr. of the Goodland Equity Exchange at this point.—C. C. Douglas, mgr. at Goodland.

Attica, Kan.—The Aetna Mill & Elevtr. Co., of Wellington, bot and took possession July 1 of the elevtr. and feed business of Charles & Johnson.

Waldeck sta. (Durham p. o.), Kan.—The Cairo Equity Exchange, of Cairo, has bot the elevtr. of Barker Bros., and Bernard McGaffin has been hired as mgr.

Cawker City, Kan.—A. F. McKellar, of Scottsville, has succeeded R. Inskeep, who resigned as mgr. of the Farmers Union Elevtr. Co., to take up farming.

Bloom, Kan.—The L. H. Pettit Grain Co., of Hutchinson, has purchased the elevtr. of the Southwestern Grain Co., and now has 4 houses on the Rock Island.

Doster sta. (Caldwell p. o.), Kan.—The 16,000-bu. elevtr., which has been under construction for the Caldwell Mfg. Co., is now completed and in charge of Fred Cloud.

Utica, Kan.—The Utica Mercantile Co. is building a 10,000-bu. iron clad elevtr. Equipment includes a Richardson Automatic Scale and a Great Western Manlift.—G.

Colby, Kan.—Farmers have reorganized and leased the elevtr. formerly operated by J. M. Kellogg, of Brewster. J. M. Kizer will be mgr.—E. V. Snell, mgr. Perritt Mfg. Co.

Halford, Kan.—I have sold my elevtr. to the Kansas Flour Mills Co. and will act as agt. for a short time, after which I will retire from the grain business.—R. H. Howard.

Yocemento, Kan.—The Hays City Mill & Elevtr. Co., of Hays, has let contract for a new warehouse in connection with its elevtr. here. The White Star Co. has the contract.

Topeka, Kan.—The 100,000-bu. elevtr. and mill, of 1,200 bbls. daily capacity, owned by the Crosby Roller Mills, has been purchased by the Ismert-Hincke Mfg. Co., of Kansas City, Mo.

Arnold, Kan.—Ed C. Haines, who resigned as mgr. of the Farmers Elevtr. Co. at Assaria, is now with the Genesee Grain Co. here.—John E. Hughes, mgr. Farmers Elevtr. Co., Assaria.

Peabody, Kan.—The Farmers Equity Union has bot the elevtr. of the Stevens-Scott Grain Co. Improvements are now being made in the elevtr., which is in charge of Frank Florey.

Salina, Kan.—George Freeman, formerly mgr. of the elevtr. dept. of the Shellabarger Mill & Elevtr. Co., will open a grain office in this city and engage in the grain business on his own account.

Salina, Kan.—M. P. Thielen, a pioneer grain dealer of western Kansas, has opened a grain office here. He is a charter member of the Board of Trade and has operated an elevtr. at Lucas for years.

Riga sta. (Ogallah p. o.), Kan.—The Hays City Mill & Elevtr. Co., of Hays, has let contract for an elevtr. to the White Star Co. Work is progressing on the building, which is located on the Union Pac.

St. Francis, Kan.—We have let contract for a 20,000-bu. cribbed house, to be equipped with a Fairbanks Oil Engine, Safety Manlift and Richardson Automatic Scales. G. H. Birchard has the contract.—C. R. Henry, St. Francis Equity Exchange.

North Topeka, Kan.—John Floyd Buell, aged 75 years, a pioneer grain dealer of eastern Kansas, died July 16, from heart trouble. He operated an elevtr. at St. Marys several years ago, leaving to become ass't state grain inspector, which position he held up to the time of his death.

Harper, Kan.—The Ball Mfg. Co., of Kansas City, Mo., has bot the elevtr. and 200-bbl. mill of the E. A. Wales Mfg. Co., which failed 2 years ago thru speculation. J. C. Elvin bot the property at the time of the failure, but did not operate it. Repairs will be made by the new owners.

Logan, Kan.—The recently incorporated Farmers Union Co-operative Ass'n succeeds the Farmers Union Mercantile Ass'n. The change is made to comply with the Kansas co-operative law. It has the same organization and officers as the old ass'n and will operate both of its stations under the new name.—F. D. Becker, mgr.

Shields, Kan.—The Farmers Business Ass'n is erecting a 15,000-bu. elevtr., which is now nearing completion. A warehouse and coal bins will be built and the company will buy and sell coal and farm products in addition to its grain business. I am pres., O. V. Davison, sec'y, and M. S. Coberly, treas., of the company.—G. P. Etzander.

Beardsley, Kan.—We are building a new 6-car coal shed. I have succeeded Charles Hipp as mgr. of the Beardsley Equity Mercantile Exchange.—C. O. Powell.

Stafford, Kan.—The agts. in charge of the elevtrs. of the Pacific Elevtr. Co. held a meeting recently to discuss the new crop and exchange ideas. O. P. Bonham, field mgr. of the company, entertained the guests with a dinner.

Highland, Kan.—The elevtrs. at this place, Marcell, Ratcliffe and White Cloud have changed hands. Clint Birchfield, who managed the elevtr. of the John H. Lynds Mill & Elevtr. Co. for more than 25 years, has purchased the elevtrs. here and at Marcell and Ratcliff from A. L. Wynkoop for \$12,000.

Salina, Kan.—E. A. Sullivan practiced a novel way of getting consignments for his firm recently. Just before the advance in wheat late in July he made trips thru Kansas in his auto and guaranteed a bull market. To make good, he dashed back to Kansas City and raised wheat 10 cents per bushel, goes the story.

Holton, Kan.—C. Brubaker, of Bronaugh, Mo., has acquired the residence and other property of W. D. Kuhn in this city and elevtrs. at this place, Arrington, Bern, Birmingham, Goff, Jewell City, Kelly, North Cedar and Ontario, Kan., in exchange for 1,440 acres of land and a herd of live stock. Mr. Brubaker will move to this city and take personal charge of the elevtrs. and Mr. Kuhn will move to Kansas City to take an active interest in the affairs of the Denton-Kuhn Grain Co.

HUTCHINSON LETTER.

Lamont Tibbits, of Arlington Township, has erected a 15,000-bu. elevtr. on his farm.

The Kemper Grain Co. has removed its offices from the 8th floor to the 7th floor of the Rorabaugh-Wiley Bldg.

J. R. Bolin, of Liberal, who is now pres. of the Bolin-Hall Grain Co., with offices here, has moved to this city.

E. A. Mowrey, who retired a few months ago from the active grain business, has returned and his firm, the Hutchinson Grain Co., has resumed business.

WICHITA LETTER.

The Marshall Hall Grain Co. has been incorporated with a capital stock of \$5,000.

A grain office has been opened by the Imboden Mfg. Co., in the Sedgwick Bldg., with A. R. Hacker in charge.

The A. N. T. Grain Co. has opened a grain office in this city as a branch of the Aylsworth-Neal-Tomlin Grain Co., of Kansas City, Mo.

The George Koch Grain Co. incorporated; capital stock, \$15,000; incorporators, George and M. G. Koch. Grant and Alene Hibarger, and W. T. McCauley.

W. C. Miller who has been representing the Fox-Miller Grain Co., of Kansas City, Mo., for the past year, at this place, will now travel out of this city for the Simmonds-Shields Grain Co.

Contract for a 160,000-bu. concrete elevtr., consisting of 14 tanks, a boiler house for heating and a mill laboratory, has been let by the Wichita Flour Mills Co. to the Lehrack Contracting & Engineering Co. Work has already been started.

The Southwest Grain Export Co. incorporated; capital stock, \$150,000; incorporators, Henry Lassen, C. M. Jackson, and others. The home office will be in this city and the working office will be located at New Orleans, La., where R. J. Barr, general mgr., will direct its operations. Henry Lassen, of the Kansas Mfg. Co. is pres., John Maney of the Maney Export Co., Oklahoma City, vice-pres., R. J. Barr, export broker, New Orleans, La., general mgr., J. W. Barr, New Orleans, La., sec'y-treas. The resources behind this corporation exceed \$2,000,000, and they originate over 15,000,000 bu. of grain per year, and manufacture more than 5,000 bbls. of flour per day. The stock has all been subscribed and is distributed between 6 firms in Oklahoma, 5 in Kansas, 2 in Missouri, and one in New Orleans.

Tom King, while working in the elvtr. of the Red Star Mlg. & Elvtr. Co., was seriously injured June 22, when a piece of 2x8, 27 in. long, slipped from the hands of another workman and fell 72 ft., striking Mr. King on the back of the head. His skull was fractured and the hearing of the left ear destroyed.

The Wichita Terminal Elvtr. Co. has let contract for a 1,100,000-bu. concrete and steel elvtr., consisting of 36 tanks, to the Lehrack Contracting & Engineering Co., to be completed Feb. 1, at a cost of more than \$300,000. It will have a working capacity of 100 cars a day. Electric power will be installed, specifications calling for 32 motors, of 650 h. p. Double tracks on either side of the elvtr., with 4 unloading dumps, will be provided. The main building will be 42x85 ft. and 160 ft. high.

KENTUCKY

Henderson, Ky.—The Henderson Elvtr. Co. has increased its capital stock from \$15,000 to \$100,000.

Lexington, Ky.—Charleston Sebree will do a wholesale grain business in addition to the coal business, in which he has become interested.

Hardinsburg, Ky.—The Hardinsburg Grain Co. incorporated; capital stock, \$5,000; incorporators, Paul Compton, Alfred Taylor and Russell Compton. The promoters of the new company, who also operate the Hardinsburg Mill & Elvtr. Co., intend to have a competent inspector and weigher appointed and to issue warehouse receipts on grain stored. The company will buy wheat at market prices at delivery time or to give free storage of wheat on flour exchange account.

LOUISIANA

New Orleans, La.—The storage capacity of the Dock Board Elvtr. will be increased 1,000,000 bus., making the total storage capacity 2,250,000 bus. Plans will be completed soon and contract for the annex will be let at an early date. The main building will be in operation about Aug. 15 or Sept. 1. The only expense involved will be the actual construction of the additional bins.

MARYLAND

Frederick, Md.—Thomas & Co. will equip its elvtr. with a Hall Signaling Grain Distributor.

BALTIMORE LETTER.

Plans for a 2,000,000-bu. elvtr. for the Baltimore & Ohio R. R. Co., at Curtis Bay, are being prepared by James Stewart & Co.

The additional 36 reinforced concrete grain tanks, at the Western Maryland Ry. Elvtr., at Point Covington, were completed July 7 by James Stewart & Co., who had the contract.

Philip C. McIntyre, Jr., ass't treas. of Hammond, Snyder & Co., was married this month to Miss Grace I. Orem. He was obliged to leave 2 days later, with his regiment, for the Texas border.

The loss of Elvtr. 3, at Canton, is being felt by grain commission men, who are chartering vessels for the storage of wheat until it can be shipped in steamers. The grain, which is arriving in carload lots and by boats from Eastern Shore points, is being discharged into the barges and when filled the barges will be towed alongside the Locust Point Elvtrs. for transfer to outward-bound shipping.

The Pennsylvania R. R., thru its subsidiary, the Northern Central Ry., will soon authorize the expenditure of \$2,000,000 for the rebuilding of Elvtr. 3, at Canton, which burned June 13. Plans for a 3,000,000-bu. elvtr. have been prepared by James Stewart & Co., the company's engineers. The new elvtr. will have a greater storage capacity than the old house, with the most up-to-date equipment, and may be ready for operation before the end of the year.

MICHIGAN

Caseville, Mich.—We are out of the grain business at present.—C. A. Stockmeyer.

Byron, Mich.—The elvtr., which W. F. Close & Co. operated for several years, has been sold.

Deford, Mich.—The Cass City Grain Co. will equip its elvtr. with 2 Hall Signaling Grain Distributors.

Detroit, Mich.—The Board of Trade has installed a light green quotation board, which is easy on the eyes.

Detroit, Mich.—The Union Depot Elvtr. has been reopened after a shutdown of several weeks' duration for repairs.

Watertown sta. (Sandusky p. o.), Mich.—The Watertown Grain Co. is operating the elvtr., which was built here last fall.—X.

Elwell, Mich.—We have put our elvtr. in first class condition for the coming campaign.—M. L. Hutchinson, mgr. Elwell Elvtr. Co.

Mt. Pleasant, Mich.—We are operating our recently acquired bean elvtr. in connection with our general milling business.—Shepherd Mlg. Co., Shepherd.

Tustin, Mich.—McClintick & Co. are erecting a brick and tile building on the G. R. & I. right-of-way, which they will use as an elvtr. and potato store house.

Bronson, Mich.—We intend to install equipment for handling clover seed. We will need spouting, legs, boots and possibly steel bins.—Wm. M. Monroe & Son.

Battle Creek, Mich.—The Michigan Hay & Grain Dealers Ass'n will hold its annual meeting in this city on Aug. 3. Arrangements have been made for a banquet at the Post Tavern.

Athens, Mich.—Work will start soon on the addition to the elvtr. of W. F. Wolfe. He will move the scales, which were a part of the equipment of his elvtr., which burned in March, to the new site.

Capac, Mich.—Fire, believed to have been of incendiary origin, recently threatened the large elvtr. here with destruction. The blaze was extinguished by the volunteer fire dept. with little damage to the elvtr.

Gladwin, Mich.—We are building an office, detached from the elvtr., with private office and toilet room. We have made provision for installing wagon scale beam inside the office.—E. A. McGeorge & Son.

Warren, Mich.—I have purchased the feed mill and coal business of J. H. Wilson & Sons. I expect eventually to handle grain and have four 1,000-bu. bins already in, but will have to make some changes before handling grain.—A. V. Church.

Elmdale, Mich.—H. M. Wilber sold his elvtr. some time ago to a farmers elvtr. company and he is out of the grain business. New officers of the company are E. H. Thompson, pres., S. Weaver, vice-pres., and A. C. Hayes, sec'y-treas.—Elmdale Elvtr. Co.

Midland, Mich.—The Fahrner Elvtr. Co. incorporated; capital stock, \$30,000; incorporators, John H. Fahrner, Jane A. Fahrner, of Bay Port, Frank W. Merrick, of Pigeon, and Wm. J. Orr, of Saginaw. The new company has taken over the elvtr. of the Reardon Elvtr. Co. and retained James H. Howard as mgr.

MINNESOTA

Belle Plaine, Minn.—The Farmers Elvtr. Co. has decided to build an elvtr.

Canby, Minn.—H. A. Henze, of Pippin, Wis., is now agt. of the Atlas Elvtr. Co.

Lewiston, Minn.—The Farmers Elvtr. Co. contemplates selling or renting its elvtr.

Bronson, Minn.—The organization of a farmers elvtr. company is being agitated here.

Easton, Minn.—C. F. Langworthy, of Bricelyn, is the new mgr. of the Farmers Elvtr. Co.

New Richland, Minn.—Peter Rasmussen has resigned as grain buyer for the New Richland Mlg. Co.

Lucan, Minn.—The elvtr. of the Springfield Mlg. Co. has been destroyed by fire. It will be rebuilt.

Marietta, Minn.—We will install 3 electric motors in our elvtr. this summer.—Farmers Elvtr. Co.

Lafayette, Minn.—M. J. Hedrin has been retained as mgr. of the Farmers Elvtr. Co.

Sherack sta. (Euclid p. o.), Minn.—The Thorpe Elvtr. Co. is building another elvtr. here.

Murdock, Minn.—The elvtr. under construction for the Farmers Elvtr. Co. is nearing completion.

Austin, Minn.—E. T. Bemis has bot the elvtr. of W. H. Symes and will probably operate both elvtrs.

Good Thunder, Minn.—E. O. Rosnow has succeeded A. E. Mowry as mgr. of the Farmers Exchange Co.

Brandon, Minn.—The Equity Warehouse & Produce Co. has been incorporated, with a capital stock of \$5,000.

Bricelyn, Minn.—Andrew Olson, of Kiestler, has succeeded C. F. Langworthy as mgr. of the Speltz Grain & Coal Co.

Lewisville, Minn.—Repairs are being made on the elvtr. owned by the Farmers Elvtr. Co., and a feed warehouse is being built.

Cold Springs (Minneapolis p. o.), Minn.—A receiver has been appointed for the Farmers Mlg. Co., whose elvtr. and mill burned in May.

Donnelly, Minn.—We have bot the elvtr., which we had been renting, and will do considerable repairing on it during harvest.—Farmers Elvtr. Co.

Angus, Minn.—The Farmers Elvtr. Co. has been organized, with Ben Sewill as pres., and J. W. Campton, as sec'y, to buy or build an elvtr. at once.

Cyrus, Minn.—The Farmers Elvtr. Co. has bot the elvtr. of S. Stewart. The company's plans for the erection of a new house have been cancelled.

Erskine, Minn.—The Erskine Elvtr. Co. has discontinued business and I am now operating the elvtr., under the name of the Mylerberg Grain Co.—Fred Mylerberg.

Hastings, Minn.—The Farmers Elvtr. Co. will install two 10-h. p. electric motors for power at the elvtr. and one 20-h. p. motor for the feed grinding machinery.

Shakopee, Minn.—The elvtr. of the Farmers Elvtr. Co. will be remodeled and new machinery installed, including a dump scale. A new office and warehouse will be built.

St. Paul, Minn.—A reduction of rates on grain elvtr. fire insurance from \$1.95 to \$1.55, to become effective at once, has been ordered by State Insurance Commissioner S. D. Works.

Owatonna, Minn.—W. F. Ditlefson, of the Farmers Elvtr. & Mercantile Co., recently underwent an operation for appendicitis. F. W. Adams is in charge of the elvtr. during his absence.

Moorhead, Minn.—I was formerly with the Baldwin Elvtr. Co. at Wild Rice and Casselton, N. D., and have now been transferred to act as agt. for the company here.—Clare Cobb.

St. Clair, Minn.—The Farmers Elvtr. Co. has built a new 24x24 ft. feed warehouse and office. A Clipper Cleaner and Northwestern Automatic Scale have been installed in the elvtr.

Silver Leaf, Minn.—The Farmers Elvtr. Co. held another meeting July 22 to decide regarding the removal of the elvtr. from the Great Northern to the Luce Line Ry., or the erection of a new house.

St. Paul, Minn.—George S. Loftus, sales mgr. of the Equity Co-operative Grain Exchange, died July 16, of cancer. He was 43 years of age and was formerly in the grain business on his own account.

French sta. (Fergus Falls p. o.), Minn.—The recently organized French Trading Co. has purchased the elvtr. of the Monarch Elvtr. Co. J. J. Martin is pres., C. R. Wright, sec'y, and Frank Noyes, mgr. of the new company. The elvtr., owned by the Charles Wright Co., will continue to be kept by the same company as a seed cleaning house, and the Charles Wright Co. will handle the bulk of its other grain business thru the newly organized company.—C. R. Wright.

Janesville, Minn.—John Goltz has succeeded Paul L. Shamski as mgr. of the Farmers Elvtr. Co.

Duluth, Minn.—Ole Peterson, an employe at the elvtr. of the Capitol Elvtr. Co., was smothered to death July 18, when he fell into a bin, filled with grain. His body was not recovered until 30 minutes after his death.

Walnut Grove, Minn.—The Farmers Elvtr. Co. will make some improvements in its elvtr. this season. A new pan, new leg, with an 18-ft. cupola and an automatic scale will be installed and the house will be painted.—Sam Roti, mgr.

Halstad, Minn.—The Northwestern Elvtr. Co. will make considerable improvements on its elvtr. before the new crop begins to move. A 200-bu. shipping scale will be installed on the working floor in the elvtr. and a 140-ton coal shed will be constructed.—Andrew Bye.

Carver, Minn.—The Farmers Elvtr. Co. has been organized to take over the 40,000-bu. elvtr. and feed mill of the Carver Elvtr. Co., effective July 15. The purchase price is \$5,750. Ferdaman Tessman is pres. of the company, which will handle coal, machinery and twine in connection.

Granada, Minn.—Charles E. Braum, agt. for the DeWolf & Wells Co., ended his life July 6 by firing a bullet into his right temple with a revolver which he had just bot. He had embezzled several hundred dollars of the company's funds and learning that an inspector had been sent to look over the accounts, on account of a shortage in the oats for several weeks, shot himself.

St. Paul, Minn.—A private meeting of the board of grain appeals was held July 10 in the Flour Exchange Bldg., Minneapolis, representatives being present from Minneapolis and Duluth and the warehouse commission, including State Grain Inspector Jackson of this city and his chief deputies. A. F. Teigen, Montevideo, who was granted the privilege of attending, contended the grain grades were not fair, and stated the farmers would prefer a dockage for wild pea instead of lowering the grade.

MINNEAPOLIS LETTER.

Corporate privileges in the Chamber of Commerce have been granted to Gackle & Co.

A membership in the Chamber of Commerce has been purchased for \$5,000, which is the highest price ever paid.

An office has been opened in this city by the Ely-Salyards Co., with Frank H. Higgins as mgr. and E. C. Hancock as cash grain salesman.

The Washburn-Crosby Co. will erect a concrete elvtr., at a cost of \$500,000. James Stewart & Co. have the contract, and it is to be completed by Nov. 15.

We are changing our corporate name from the Benson, Newhouse, Stabeck Co. to the Benson Stabeck Co. as Mr. O. T. Newhouse has disposed of his former interest.—Benson Stabeck Co.

The following memberships in the Chamber of Commerce have been transferred. From R. J. Johnstone to Abraham Rothschild, A. D. Thompson to Henry F. Salyards, H. E. Hughes to Frank F. Murray, H. O. Grabo to Edward M. Kauth and from D. Webster to J. W. Robinson. The following requests for transfer of membership have been posted. From Thomas E. Murray to Harold C. Hall, J. S. Mathewson to J. C. Murray and from John E. Owen to John W. Dunn.

MISSOURI

Sibley, Mo.—E. C. Judy is mgr. of the elvtr. recently built by the Sibley Elvtr. Co.

Aullville, Mo.—The Eagle Mill & Elvtr. Co. of Higginsville, has leased the R. A. Roberts Elvtr.

Freeman, Mo.—The Beck & Sparks Commission Co. has engaged in the grain business at this point.—Moudy Bros. & Hatton, Harrisonville.

La Due, Mo.—Repairs are being made on the elvtr. of W. H. Hurley.

Centretown, Mo.—The Mahan Mlg. & Elvtr. Co. will install a Richardson Automatic Grain Scale.

Arcadia, Mo.—W. D. Fletcher handles grain at this point but there are no elvtrs. here.—Wm. E. Hall.

Sedalia, Mo.—Thos. Sutherland is planning to engage in the grain brokerage business in this city.

Corning, Mo.—Work is progressing on the new elvtr., being erected by the newly organized Farmers Grain Co.

Jasper, Mo.—The Jasper Elvtr. Co. will operate the elvtr. of the Brand-Dunwoody Mlg. Co., of Joplin, under lease.

Richmond, Mo.—The 40,000-bu. elvtr., on which R. V. Seward & Son, of Hardin, started work Apr. 1, is now completed.

Glasgow, Mo.—J. H. Armstrong has been placed in charge of the Coker Elvtr., which the Glasgow Mlg. Co., props., had leased to another company.

Olean, Mo.—The Olean Mlg. Co. has bot. a 10,000-bu. elvtr. and is building a mill adjoining, to replace its plant, which burned last April. Joseph Gattermeir is pres. of the company.

St. Joseph, Mo.—The J. L. Frederick Grain Co. incorporated to carry on a grain commission business; capital stock, \$20,000; incorporators, J. L. Frederick, J. W. Bailey and G. L. Hooper.

Eldon, Mo.—E. P. Dutcher has secured a position as mgr. of the Rock Island Elvtr., which is owned by a stock company. This elvtr. was built last year and has been managed by Granstaff Bros.

Fayette, Mo.—Col. Wm. Shafroth has distributed 1,000 shares of stock in the Fayette Mill & Mercantile Co., valued at \$100 per share, to the worthy poor, for the building of good roads, churches, and to 9 members of his family.

Desloge, Mo.—The Gaffe Mercantile Co. and the Desloge Consolidated Lead Co., who have been listed as grain dealers, write that they are not in the grain business and there are no firms handling grain at this point.

Olean, Mo.—The Olean Mlg. Co., Jos. Gattermeir, pres., is rebuilding its plant, which was destroyed by a tornado in April. The company has purchased a 10,000-bu. elvtr. and is building a 75-bbl. flour mill, corn meal and feed mill adjoining.

Trenton, Mo.—E. N. Gardner and I. N. Fehr, of Kansas City, have purchased an iron clad building from Christopher & Thurber and will remodel it into an up-to-date elvtr. The building is on the Rock Island and will be ready for operation Aug. 1.

KANSAS CITY LETTER.

A. R. Ware is now acting as traveling representative for the Simonds-Shields Grain Co.

R. L. Waggoner, formerly in the grain business at St. Louis, contemplates locating in this city.

L. V. Beatty has succeeded J. E. Seaver, who resigned as mgr. of the Kansas City Southern Elvtr. Co.

Rufus C. Kemper, mgr. of the wheat dept. of the Kemper Mill & Elvtr. Co., has applied for membership in the Board of Trade, on transfer from R. C. House, whose health is failing.

Bids have been received by the Midland Mlg. Co. for the erection of 85,000-bu. grain storage tanks, complete mill building and engine room, at North Kansas City. The mill will be 42x98 ft., 8 stories high, and the engine room will be 42x73 ft., and 25 ft. high.

Philip F. Cary, member of the Board of Trade for 20 years until last year, died recently, following a long illness. He was at one time connected with the Moore Grain & Elvtr. Co. and a few years ago organized the Roehen-Cary Grain Co. Last year he traveled for the Moss Grain Co.

Members of the Board of Trade have contributed \$1,110 to a fund, now being raised by the Kansas City Red Cross, to help those dependent on the militiamen called to the Texas border.

ST. LOUIS LETTER.

Meridith B. Johnson, mgr. of T. E. Price & Co., was bereaved recently by the death of his wife.

William Edwards, who has been mgr. of the coarse grain dept. of Bert H. Lang & Co., has become a member of the firm.

J. H. Watson has resigned as mgr. of the St. Louis Clearing Co. and will go with the Langenberg Bros. Grain Co. on Aug. 1.

Mrs. Louisa C. Valier, mother of C. E., L. A. and R. C. Valier, and interested with them in the Valier & Spies Mlg. Co., died recently.

During the month of June there were 2,508 cars of grain unloaded under our supervision, of which 128 were leaking at the grain door, 203 at box and 14 at the end door.—John Dower, supervisor, Dept. of Weights, Merchants Exchange.

The capital stock of the J. H. Teasdale Commission Co. has been increased from \$25,000 to \$100,000, as more capital was needed to take care of the increased business since the company took over Central Elvtr. "B."

Fire, probably caused by lightning, on July 12 gutted the malt elvtr. of the St. Louis Brewing Ass'n, containing 40,000 bus. of malt, and caused an estimated loss of \$63,000. The building was 40 years old, of wooden construction, covered with corrugated iron, and stood about 100 ft. high.

The question of trading in less than 5,000-bu. lots of grain was considered at a meeting of the members of the Merchants Exchange. After the discussion a com'te headed by J. O. Ballard was appointed as no definite action was taken on the subject. Members of the com'te are of the opinion that trading in odd lots will be started in a short time.

Grain dealers are almost unanimously in favor of having a joint price-current issued for this market. A com'te has been appointed to devise a satisfactory plan which will be considered at a future meeting of the interested parties. The com'te consists of Trave Elmore, chairman; J. H. Watson, W. T. Brookings, A. Samuel and O. J. Woolridge.

MONTANA

Finch, Mont.—A 40,000-bu. elvtr. is being erected here.

Richey, Mont.—Farmers will build an elvtr. here.

Big Sandy, Mont.—The M. & M. Co. will build an elvtr. and mill here.

Dooley, Mont.—Farmers have decided to buy or build an elvtr. here this summer.

Kremlin, Mont.—The Gallatin Valley Mlg. Co. will erect an elvtr. and flour mill.

Roy, Mont.—J. E. Cox and Earl H. McAuley have bot the elvtr. of J. E. Cox & Co.

Joplin, Mont.—An elvtr. will be built by the Farmers Society of Equity.—Jensen Bros.

Ryegate, Mont.—The Columbia Elvtr. Co., of Minneapolis, Minn., is building a 30,000-bu. elvtr.

Dodson, Mont.—Construction work on an elvtr. will be started soon by the Farmers Elvtr. Co.

Terry, Mont.—J. F. Gamber, formerly agt. of the Eastern Montana Elvtr. Co., died a short time ago.—P. M.

Lodgegrass, Mont.—Work has been started on the new 25,000-bu. elvtr. of the Denio Mlg. Co., of Sheridan, Wyo.

Hobson, Mont.—The Farmers Equity Society has bot the recently completed elvtr. of the Farmers Mill & Elvtr. Co.

Roundup, Mont.—The Farmers Elvtr. Co. has incorporated, with a capital stock of \$10,000, to build an elvtr. this fall.

Toole sta. (St. Regis p. o.), Mont.—Farmers will buy or build an elvtr. this summer.

Lohman, Mont.—We are building a 30,000-bu. elvtr. which will be ready for the new harvest.—H. Earl Clack Co., Havre.

Geyser, Mont.—The recently organized branch of the American Society of Equity has bot the elvtr. of the Farmers Elvtr. Co.

Loma, Mont.—Elvtrs. are now under construction for the Rocky Mountain Elvtr. Co., Gallatin Valley Mlg. Co. and the Equity Co-operative Ass'n.—X.

Ft. Benton, Mont.—I understand that the American Society of Equity will build an elvtr. this season.—J. P. Carter, agt. Greely Schmidt Elvtr. Co., Cutbank.

Cutbank, Mont.—We will equip our recently acquired elvtr. with a manlift and cleaner and will make a few minor repairs.—J. P. Carter, agt. Greely Schmidt Elvtr. Co.

Baker, Mont.—The Baker Mlg. & Grain Co. will be incorporated to operate the elvtr. and mill which Elmer G. Prall, of Freeport, Ill., recently bot from Wm. O'Loughlin.

Three Forks, Mont.—Thomas A. Harshbarger who resigned as mgr. of the Three Valleys Co-operative Elvtr. Co., has purchased a site at Clarkston and will build an elvtr. at once, which he will operate on his own account. Power will be supplied by a gasoline engine.

Boyd, Mont.—The Occident Elvtr. Co., of Minneapolis, Minn., is building a 40,000-bu. elvtr. here. Another 40,000-bu. elvtr. is now being erected by the Northwestern Mill Construction Co., which will turn it over, when completed, to the farmers to be run on a co-operative basis.

Ismay, Mont.—The Farmers Elvtr. Co. has just completed a 100-ton coal shed which will last for years. All bins have been hoppered, new driveway built, new V buckets and 7 1/4 in. well casing direct spout put in. Our handling capacity is now 2,000 bus. per hour.—J. H. Westcott, mgr.

NEBRASKA

Gandy, Neb.—The elvtr. here has been painted straw color.

Lisco, Neb.—A farmers elvtr. company is being organized here.

Bellwood, Neb.—I am now agt. for the Schaaf Grain Co.—Ed Forsee.

Smithfield, Neb.—The east elvtr. is being repaired to handle the new crop.

Gladstone, Neb.—W. G. Van Buren will install a Hall Signaling Grain Distributor.

St. Libory, Neb.—The Farmers Union has bot the elvtr. of the Omaha Elvtr. Co.

Bertrand, Neb.—Ed Pickering, of Atlanta, is the new agt. for C. B. Seldomridge.

Harbine, Neb.—We are out of the grain business.—L. B. Koenig, of Koenig & Selk.

Stromsberg, Neb.—The Farmers Grain Ass'n contemplates increasing its capital stock.

Lodge Pole, Neb.—The Farmers Grain Co. has installed a Fairbanks Wagon Scale.

Cozad, Neb.—The Farmers Mill & Elvtr. Co. contemplates the installation of a Midgett Mill.

Bladen, Neb.—The old elvtr. of the Farmers Elvtr. Co. is being overhauled and remodeled.

Wahoo, Neb.—John Dolezal has refitted his wagon scales and hoppered the bins in his elvtrs.

Arlington, Neb.—The Nye Schneider Fowler Co. is erecting a new coal and cement shed.

Nelson, Neb.—The Farmers Union Elvtr. Co. has been incorporated, with a capital stock of \$25,000.

Sunol, Neb.—Oscar Fenske, of Platte Center, will engage in the grain and lumber business here.

Elm Creek, Neb.—The Omaha Elvtr. Co. has started business again with myself as agt.—W. F. Glaser.

Hastings, Neb.—We have reopened our office at this place.—B. V. Dodge, of McCaull-Dinsmore Co.

Norfolk, Neb.—E. E. Heald is now mgr. of the branch office of E. W. Wagner & Co., of Chicago, Ill.

Bladen, Neb.—The elvtr. of the Hynes Elvtr. Co. has been opened with Mr. Dennis, of Sutton, in charge.

Eagle, Neb.—New driveways are being made and other repairs made on the elvtr. of the Farmers Elvtr. Co.

Broadwater, Neb.—The Farmers Elvtr. Co. has been organized to build an elvtr. to handle grain next fall.

Trenton, Neb.—Repairs are being made on the elvtr., which the Farmers Equity Union bot from Frank Real.

Eustis, Neb.—C. B. Seldomridge has bot and taken possession of the elvtr. of Adam Daiss. Gib C. Wolford is mgr.

Tarnov, Neb.—The recently organized Farmers Elvtr. Co. has been incorporated, with a capital stock of \$15,000.

Alda, Neb.—The Alda Lumber Co. has leased the elvtr. of the Farmers Elvtr. Co. and placed Wm. Moore in charge.

Princeton, Neb.—Chas. A. Moore, of Cortland, has accepted the management of the Farmers Elvtr. Co. here.

Firth, Neb.—The new 25,000-bu. elvtr., under construction for the Firth Grain & Coal Co., is nearing completion.

Heartwell, Neb.—I have taken over the elvtr. which was owned by Frank Real.—J. H. Morris, of Morris Grain Co.

Abie, Neb.—J. M. Uridil, formerly ass't mgr. of the Farmers Grain Co., has been appointed mgr. of the company.

Elsie, Neb.—The Cameron Grain Co. may remodel its elvtr. here and install a new dump and scale.—S. E. Kinsey, agt.

Allen, Neb.—The Farmers Union has taken possession of the elvtr. it purchased from W. S. Hart several months ago.

Fordyce, Neb.—Mr. Westrand has bot the elvtrs. of the Roberts Estate at this place and Crofton. F. J. Suing is mgr.

St. Mary, Neb.—The Lincoln Grain Co. has discontinued business here on account of the death of its pres.—Farmers Elvtr. Co.

Dawson, Neb.—The elvtr. of J. E. Windle has been purchased by the Farmers Union. W. A. Albright has been employed as mgr.

Crab Orchard, Neb.—The elvtr. of the Lincoln Grain Co. is about to change hands.—S. L. Wirick, agt. Central Granaries Co.

Beverly, Neb.—Work has been started on the erection of an elvtr. by the F. C. Krotter Co. A Hall Special Leg will be installed.

Cortland, Neb.—Chas. W. Sackett, of Dorchester, has succeeded C. A. Moore, who resigned as agt. of the Nebraska Elvtr. Co.

Duncan, Neb.—We have just built coal sheds and now have storage for 300 tons.—Roscoe Stumbaugh, mgr. Farmers Business Ass'n.

Stratton, Neb.—Work is progressing on the erection of an elvtr. for the F. C. Krotter Co., of Palisade. Equipment includes Hall Special Legs.

Hastings, Neb.—P. D. Sittler, mgr. of the grain office of Ware & Leland at Lincoln, has assumed charge of the branch office at this place.

Atlanta, Neb.—I am now mgr. of the Atlanta Equity Union.—Jas. Morrison, formerly sec'y-mgr. Farmers Elvtr. & Supply Co., Otis, Colo.

Magnet, Neb.—Two elvtrs. are located at this point, one owned by the Dolphin-Jones Grain Co., of Omaha, formerly the Saunders-Westrand Co., and one just taken over by our company, formerly owned by the Anchor Grain Co. This house was lately operated by the Jones Grain Co. until the organization of the Dolphin-Jones Grain Co.—Coleson-Holmquist Co., Wausa.

Arapahoe, Neb.—E. A. Cross is in charge of the elvtr. of the Hynes Elvtr. Co., during the absence of F. C. Carpenter, agt., who is ill.

Danbury, Neb.—I have bot the elvtr. of the Danbury Grain Co. in which I had an interest. I will operate under my own name.—O. C. Thomas.

Kennard, Neb.—I am mgr. and treas. of the Henry Roberts Elvtr., which the Farmers Grain & Lumber Co. recently purchased.—Elmer Wright.

Dunbar, Neb.—The new elvtr. of the Duff Grain Co., which has been under construction for some time, is now completed and receiving grain.

Foley sta. (David City p. o.) Neb.—John Eckelson, of Bradshaw, is the new mgr. of the Farmers Elvtr. Co., succeeding Frank Chapin, resigned.

Davenport, Neb.—The Shannon Grain Co., of Kansas City, is now operating the elvtr. formerly operated by C. D. McInay.—Farmers Shipping Ass'n.

Primrose, Neb.—The recently organized Farmers Elvtr. Co., which has a capital stock of \$6,000, will buy or build an elvtr. to handle this year's crop.

Tekamah, Neb.—Burr Latta has closed a deal for the purchase of the elvtrs. of the Henry Roberts Estate at this place, Herman, Gretna and Ceresco.

Blair, Neb.—Work is progressing on the 15,000-bu. elvtr., under construction for the Farmers Elvtr. Co.—A. C. Jones, agt. Holmquist Grain & Lumber Co.

Kenesaw, Neb.—The Frank Real Elvtr. Co. has taken out a license as a bonded warehouse, under the laws of Nebraska, and is now ready to store grain.

Cowles, Neb.—J. A. Saunders has been employed as mgr. of the recently acquired elvtr. of the Farmers Elvtr. Co.—W. H. Motter, agt. Koehler-Twidale Elvtr. Co.

Foley sta. (David City p. o.) Neb.—Sam Gaut, formerly employed in the elvtr. of the Exeter Elvtr. Co. at Exeter, is now agt. of the Nye Schneider Fowler Co. here.

Gordon, Neb.—Work is progressing on the 20,000-bu. elvtr., under construction for the Farmers Grain & Produce Co.—Ray A. Van Doren, agt. Nye Schneider Fowler Co.

Grafton, Neb.—The Real Grain Co. has purchased a Hall Signaling Grain Distributor for its elvtr., which is being improved and enlarged. The cupola is being raised several feet.

Bladen, Neb.—I have been transferred from Cowles to this place, to take charge of the elvtr. which C. B. Seldomridge purchased from the Gund & Sein Elvtr. Co.—Chas. W. Wood.

Dakota City, Neb.—Fred Parker has succeeded Fred Schroeder, who resigned as agt. of the Nye Schneider Fowler Co., to operate the company's elvtr. under lease at McLean.

Benkelman, Neb.—O. M. Kellogg will build a 15,000-bu. elvtr. Contract has been let and work will commence about Sept. 15. The site will be cleared and a new side track laid as soon as possible.

Benkelman, Neb.—O. M. Kellogg is figuring on building an elvtr. here and the ground has been surveyed by the railroad officials for the side tracks.—Fred Kockrow, mgr. Benkelman Equity Exchange.

Julian, Neb.—The Bartling Grain Co., of Nebraska City, has opened its elvtr., which has been idle for several years. Herman Wilberger will be in charge of the house, which is undergoing repairs.

Mitchell, Neb.—The grain business here is conducted by the Ferguson Elvtr. Co., owned by W. H. Ferguson, which operates an elvtr. here, with W. L. Davis as mgr. C. H. Splith owns a grain and feed store.—X.

Peru, Neb.—The Farmers Grain Co. incorporated; capital stock, \$10,000; incorporators, J. D. Graves, pres., J. Henning, sec'y, and others. The 15,000-bu. elvtr., for which the company let contract to G. H. Birchard, is now enclosed.

Clarks, Neb.—Burl Boice, who has been awaiting trial on a charge of entering by force the elvtr. of the Hord & Shonsey Cattle Co. and stealing a load of corn, valued at \$30, has been released from jail on bail.

Orleans, Neb.—E. J. Smiley, sec'y of the Kansas Grain Dealers Ass'n, held a meeting here on July 11. Other meetings were held at Superior, Neb., and at Concordia and Clay Center.

Palisade, Neb.—The F. C. Krotter Co. will install Hall Special Legs in its elvtrs., to be built this year here and at Stratton and Beverly. The houses built by the company last year are also equipped with these legs.

Alda, Neb.—The Farmers Elvtr. Co. has asked for bids for the rent of its elvtr. until July 1, 1917. The board of directors reserves the right for the stockholders to ship their own grain, at 1c per bu., thru the elvtr.

Trumbull, Neb.—The Farmers Union Co-operative Ass'n at this place, Ong, Edgar and Clay Center, all in Clay County, have organized for the purpose of selling their output thru one man. I am present mgr. and also manage the elvtr. at this place.—C. H. Hultquist.

Fairmont, Neb.—The Fairmont Grain Co. incorporated; capital stock, \$25,000; incorporators, W. R. Ward, E. Ward and others. The company has bot and taken possession of the elvtr., which I operated for the past 24 years. I am now out of the grain business for the first time in 35 years.—T. M. Wright.

Wakefield, Neb.—We have installed an electric motor to replace the old gas power and are now rebuilding our coal sheds, putting up an 8-bin shed, of 50 tons capacity each. The foundation and floors are of concrete and when completed we will have one of the best coal buildings on the line.—Dolphin-Jones Grain Co., Omaha.

Springfield, Neb.—The Farmers Educational Union, recently organized, has leased for a term of years, the elvtr. owned by G. A. Bates and L. C. Johnson. M. O. Christian will be mgr. L. M. Sheldon, who had charge of this elvtr., which had been leased to the Lincoln Grain Co., will now manage an elvtr. in Kansas for the same company.

Emerson, Neb.—Clifford Ryan has been hired as mgr. of the elvtr. which the Farmers Elvtr. Co. took over from Oscar Bring. The Moseman-Heyne Co. now owns the elvtr. of the Holmquist Mill & Elvtr. Co. and A. Erickson is agt. This company is also operating the elvtr. of the Saunders-Westrand Co. for storage.—I. A. Olmsted, agt. Crowell Lumber & Grain Co.

York, Neb.—The Nebraska Farmers Co-operative Grain & L. S. State Ass'n has taken a stand against the advance in the rental on sites for grain elvtrs. A complaint was filed with our state railway commission. The matter is now before the Interstate Commerce Commission and our complaint with our state commission is awaiting its decision.—J. W. Shorthill, sec'y.

OMAHA LETTER

The Kern Co. has succeeded C. E. Kern in the grain business here.

The first cars of hay were plugged for inspection by the new Omaha Hay Exchange on July 1.

C. M. Rice has resigned as mgr. of the Casco Mfg. Co. and will look after his hay interests exclusively.

I have taken a position here with the J. Rosenbaum Grain Co.—E. E. Huntley, formerly at Sheldon, Ia.

The Oswald-Woodson Grain Co. has engaged in the grain business. Ashby Woodson is a member of the firm.

C. S. Borin, who has been acting as traveling representative of the Updike Grain Co., is now in charge of the consignment dept. of the Dawson Grain Co., with headquarters in the Grain Exchange Bldg.

The Grain Exchange has taken over the membership of the Weekes Grain Co., as a protection for its patrons. The company recently discontinued business with liabilities of about \$25,000, and practically no assets.

The annual outing of the members of the Grain Exchange and their employes was held at Carter Lake Country Club on July 11. The Exchange and all the grain offices were closed at 2:30 p. m. The afternoon was given up to field sports and at 6:30 p. m. a banquet was held in the club house, followed by bowling and dancing.

The Omaha Grain Exchange has issued a handsomely printed book of 72 pages reproducing photographs of the exterior and interior of the new Grain Exchange Building. Seven pages are devoted to engravings showing the grain elvtrs. of Omaha and Council Bluffs, and 43 pages to advertisements of railroads, banks and grain firms.

The trading in grain futures July 5, the first day the Grain Exchange resumed future transactions, exceeded all expectations. During the session the trades reached 290,000 bus., being distributed about equally between wheat, corn and oats. There were a few speculative trades, but generally it was hedging against actual cash sales or purchases. The trades were practically all among exchange members. As the future delivery market becomes more thoroly established it is expected that there will be many customers among the elvtr. and grain men thruout Omaha trade territory, who will place their hedging orders here.

NEW ENGLAND

Richmond, Vt.—Contract for the erection of an elvtr. has been let by the Richmond Lumber Co.

North Lebanon, Me.—Ernest Chamberlin is building grain bins in the 2nd story of his mill and putting in an elvtr.

Brockton, Mass.—A grain company, of Boston, has been negotiating for the purchase of a site here on which to build a grain warehouse.

Greenfield, Mass.—George F. Lamb, 60 years of age, died July 7. Until the recent death of his brother, E. J. Lamb, the brothers conducted a wholesale grain business in this town and Orange.

St. Albans, Vt.—The St. Albans Grain Co. has let contract for the erection of a 7-story concrete building. Work has been started on the structure, which will have an auxiliary grain elvtr. inside, of 30,000 bus. capacity.

Plantsville, Conn.—We are installing a 1,000-bu. receiving separator, a 20 in. attrition mill with necessary conveyor, elvtr. etc. We have a 7,500-bu. elvtr. for corn and oats, on the N. Y. N. H. & H. R. R., a capacity of 25 cars of feed, and operate a retail feed store in town, handling a complete line of mill feeds, cement and coal.—C. A. Cowles.

Boston, Mass.—The annual mid-summer outing of the Boston Flour & Grain Club, composed of members of the Chamber of Commerce, was held July 8 at the Pembroke Inn, at Pembroke. About 140 members and their guests proceeded by automobile to their destination and upon arrival a baseball game was played, resulting in a tie. Lawn tennis, quoits, running and jumping races were also participated in, after which a lobster and chicken dinner was enjoyed. The return was made by automobile during the evening.

NEVADA

Lovelocks, Nev.—Construction work has been started by W. C. Pitt on 4 concrete grain tanks, which will double the storage capacity of his plant. He is removing his 60-bbl. mill to this place.

NEW YORK

Orr's Mills, N. Y.—William Orr, of William Orr & Sons, grain dealers, died July 10, aged 86 years.

Buffalo, N. Y.—The Electric Grain Elvtr. Co. will build a brick office, on the Buffalo River, at a cost of \$10,350.

Newcastle, N. Y.—The firm of Geo. Hunt has incorporated, with a capital stock of \$6,000, to handle grain, feed and hay.

Seneca Falls, N. Y.—Nothing has been done so far toward erecting an elvtr. here. It was to have been placed alongside the Lehigh Valley R. R. tracks, but there has been some litigation between the railroad and village authorities, relative to paving a street and moving some tracks. Until this is done the elvtr. can not be built.—J. M. Ives.

Saratoga Springs, N. Y.—We are erecting an elvtr. and mill to replace our plant, which burned recently. The fire was caused by a lamp explosion. Loss on the building, \$4,200, insurance, \$3,000; stock loss, \$4,250, covered by insurance; machinery loss, \$8,000, insurance, \$5,000. The new building will cost \$15,000 and the machinery and other equipment, \$6,500. We are increasing the grain storage capacity 50% and the grinding capacity 50%.—Saratoga Mfg. & Grain Co.

NEW YORK LETTER.

J. J. Carew & Co., of this city and Montreal, Que., have opened a grain dept., with direct wires to Chicago, Ill. They are members of the Chicago Board of Trade.

Carl F. Andrus has applied for membership in the Produce Exchange. He will be associated with his father, C. Walton Andrus, who has been a member for several years.

The partnership existing between Morey & Ellerton, grain brokers, has been terminated. Roy L. Ellerton has been admitted to membership in the Produce Exchange and will engage in the grain business on his own account about Aug. 1.

NORTH DAKOTA

Doyon, N. D.—The Farmers Elvtr. Co. has been dissolved.

Aneta, N. D.—The Farmers Elvtr. Co. will build an elvtr.

Crumbaugh, N. D.—An elvtr. will be erected by the Farmers Elvtr. Co.

Noonan, N. D.—Carl Larson is the new mgr. of the Farmers Elvtr. Co. here.

Rock Lake, N. D.—The Farmers Elvtr. Co. has employed Chas. Tattle as mgr.

Springbrook, N. D.—The Farmers Elvtr. Co. has been organized to build an elvtr.

Weaver, N. D.—John Berge will install a Hall Signaling Grain Distributor in his elvtr.

Haynes, N. D.—The new steel elvtr. of the Haynes Equity Exchange is ready for business.

Hazleton, N. D.—W. T. O'Neill has been retained as mgr. of the Farmers Union Elvtr. Co.

Deering, N. D.—The elvtr. of the Farmers Elvtr. Co. has been closed until Aug. 1 for repairs.

Callo, N. D.—The elvtr. and coal sheds, owned by the Atlantic Elvtr. Co., are being remodeled.

Guelph, N. D.—The elvtr. under construction for the Farmers Elvtr. Co. has been completed.

Derrick, N. D.—We are building a 25,000-bu. annex to our elvtr.—J. E. McLain, mgr. Farmers Elvtr. Co.

Hebron, N. D.—A farmers elvtr. company, headed by Martin Koller, will establish another elvtr. here.

Wales, N. D.—We will remodel our house, installing 2 new legs and new engine.—Fischer Elvtr. Co.

Windsor, N. D.—Contract for a 40,000-bu. elvtr. has been let by the Farmers Elvtr. Co. to G. H. Benson.

Kerry sta. (Edinburg p. o.), N. D.—No farmers elvtr. company has been organized here as was recently reported.—P. M.

Dwight, N. D.—The elvtr. of the Monarch Elvtr. Co. will be closed on account of crop failure.—J. E. Rathburn, agt.

Marmarth, N. D.—The Equity Elvtr. Exchange is being organized to place an elvtr. in operation for this season's crop.

Hatton, N. D.—The annex, which the Farmers Elvtr. Co., will build to its elvtr., will have a capacity of about 40,000 bus.

Still sta. (Wilton p. o.), N. D.—The Farmers Union is negotiating for the purchase of the elvtr. of the Wilton Elvtr. Co. here.

Sanborn, N. D.—The Farmers Elvtr. Co. will hold a meeting Aug. 25 to discuss the reduction of its capital stock from \$50,000 to \$25,000.

Minot, N. D.—Work is progressing on a 60,000-bu. elvtr. for the newly organized Farmers Elvtr. Co. It will be in operation this fall.

Menoken (R. R. name Burleigh) N. D.—The recently organized Farmers Elvtr. Co. has applied for a site on which to erect an elvtr.

Streeter, N. D.—The new 40,000-bu. elvtr. of the Farmers Elvtr. Co. has been completed. The Hickok Construction Co. had the contract.

Silver Leaf, N. D.—Work has been started on a 40,000-bu. elvtr. for the Farmers Elvtr. Co. D. F. Hoag & Co. have the contract.

Beach, N. D.—C. J. Nelson has bot the elvtr. of the Minnesota & Western Grain Co., which has been operated by the N. J. Steffen Grain Co.

Pingree, N. D.—E. H. Walker has succeeded Geo. Rudd as agt. of the Monarch Elvtr. Co. and Mr. Rudd has been transferred to Sheyenne.

Colfax, N. D.—I am now agt. for the St. Anthony & Dakota Elvtr. Co. at this station, the company having closed its house at Davenport.—C. R. Johnson.

Adrian, N. D.—The Farmers Equity Co-operative Co. has organized here and will open for business about Aug. 1.—O. P. Paulson, of Farmers Elvtr. Co.

Killdeer, N. D.—A new grain cleaner will be installed in the elvtr., owned by the Equity Elvtr. Co. S. V. McCarthy has been retained as mgr. for another year.

Fryberg, N. D.—We are putting in a line of machinery in connection with our elvtr. We also handle flour and coal.—C. F. Carlson, mgr. Farmers Union Elvtr. Co.

Grenora sta. (no p. o.) N. D.—Four grain elvtrs. have been established at this station, which is on the new Great Northern extension, 30 miles northwest of Williston.

Falsen, N. D.—The 25,000-bu. elvtr., for which the Equity Elvtr. & Trading Co. let contract, will be completed about Aug. 1. It is situated on the Great Northern.—X.

Urbana, N. D.—The 40,000-bu. elvtr., for which the Farmers Elvtr. Co. recently let contract, is completed. T. C. Weatherbee is pres. and Riley Sloan, sec'y, of the company.

Hazelton, N. D.—We are building an addition to our coal shed. Geo. Sieber and T. W. Berkholtz have bot the elvtr. of the Columbia Elvtr. Co.—Farmers Union Elvtr. Co.

Ft. Lincoln sta. (Bismarck p. o.) N. D.—Farmers have asked the railroad commission to order in a siding, about 6 miles south of Mandan, where they can load their grain.

Towner, N. D.—Contract has been let by the newly organized Towner Elvtr. Co. for a 40,000-bu. elvtr. to the Hickok Construction Co., to be completed Aug. 26, at a cost of \$8,500.

Orr, N. D.—I have succeeded C. A. Lord as agt. for the National Elvtr. Co. and he has removed to Racine, Wis.—B. O. Berthenson, formerly agt. National Elvtr. Co., Merrifield.

Adams, N. D.—The elvtr. of the Minnesota Elvtr. Co. has received a new coat of paint and the interior has been repaired considerably. Carl Anderson has resigned as grain buyer.—Agt. Atlantic Elvtr. Co.

Gronna, N. D.—Farmers have subscribed \$15,000 to establish an elvtr. of about 40,000-bus. capacity, at this place. Work will be started soon and the building will cost about \$8,000.

Coburn sta. (Sheldon p. o.), N. D.—I have bot the stock, owned by the French Estate, in the elvtr. of the Coburn Farmers Elvtr. Co. and am now mgr.—E. H. Pfenniger, formerly at Oakes.

Karlsruhe, N. D.—The 35,000-bu. elvtr. of the Kanning Grain Co., containing about 15,000 bus. of grain, was struck by lightning July 15 and burned to the ground. The loss is partly covered by insurance.

Grafton, N. D.—The crib work of the new 40,000-bu. elvtr., under construction for the Farmers Co-operative Grain Co., has been completed and the remainder of the structure will be rushed to completion.

Nash, N. D.—The Farmers Elvtr. Co. has bot the elvtr. of the Monarch Elvtr. Co. A cleaner will be installed and repairs will be made on the elvtr., which will be managed by Albert Thompson.—D. V. Snelling.

Tower City, N. D.—The Equity Elvtr. Co. has been organized to purchase one or more of the line company elvtrs. here or build its own warehouse. Cornelius Vanderwerf is pres. and Henry Rathje, sec'y of the company.

Michigan, N. D.—The elvtr. of the Lamb Elvtr. Co. was struck by lightning recently and caught fire. The flames made no headway before the drenching rain, which was falling, and the local fire dept. extinguished them.

Powell sta. (Ojata p. o.) N. D.—Contract has been let by the Powell Elvtr. Co. for a 40,000-bu. elvtr. fully equipped with up-to-date machinery, to the Hickok Construction Co. It will be completed Aug. 25, at a cost of \$8,500.

Minot, N. D.—The elvtrs. of the A. A. Robinson Elvtr. Co. and the Farmers Co-operative Elvtr. Co., which have been located on the Great Northern, are now being moved to new sites, more convenient for the farmers to haul grain.

Rohrville sta. (Southam p. o.) N. D.—A. Walters has practically completed an elvtr. at this point, equipped with automatic weighing out scales and other up-to-date machinery. The Hickok Construction Co. had the contract.

Brocket, N. D.—C. J. Donahue, employed by the Equity Elvtr. Co., lost his left hand at the elvtr. He was grinding feed and reached in to clean off the roller when his glove caught and his whole hand was pulled into the machine.

Underwood, N. D.—A new engine is being installed by the Farmers Elvtr. Co. McGray & Kjelstrup, operating an elvtr. and mill as the Underwood Mfg. Co., have closed their plant and discontinued business for the present.—C. E. Hedlund.

Wimbledon, N. D.—I am now agt. of the Osborne-McMillan Elvtr. Co., having changed places with E. D. Knadle, who took my place at Enderlin. Our elvtr. here has been thoroly overhauled, new scales installed, and a new office built.—C. A. McBride.

Aurelia, N. D.—N. J. Olsen & Sons, of Minneapolis, Minn., have sold their elvtrs. here and at Niobe and Stampede, to the St. Anthony & Dakota Elvtr. Co., of Minneapolis, Minn. The new owners took possession June 1 and have given the elvtrs. a coat of paint.

Larimore, N. D.—The recently organized Farmers Elvtr. Co. incorporated; capital stock, \$10,000; incorporators, Wm. H. Wick, J. H. May and others. J. E. Eastgate has been elected temporary sec'y of the company, which will buy or build an elvtr. at an early date.

Binford, N. D.—The Farmers Co-operative Elvtr. Co., incorporated with a capital stock of \$10,000, will take possession next month of the elvtr. of the Farmers Elvtr. Co., having purchased it for \$6,500. A. H. Overby is pres. and Otto H. Bruns, sec'y-treas. of the new company.

Elliott, N. D.—Roy Peterson, who has been grain buyer for the Monarch Elvtr. Co. at Sheyenne for the past 3 years, has accepted a position with the Farmers Elvtr. Co. here.

York, N. D.—The Winter-Truesdell-Ames Co. is wrecking its old elvtr. at this place and will rebuild it at Durum. This house has not been in use for several years as the company owns 2 elvtrs. at this station, having purchased the elvtr. of the Imperial Elvtr. Co. some years ago, which it is now running.—J. H. Jorgenson, agt.

Parshall, N. D.—The elvtr. of the Farmers Elvtr. Co. burned July 14 at 4 p. m. The fire started in the engine room. This was a new house, built last fall, at a cost of \$60,000. The company had \$50,000 worth of grain on hand as the siding was being repaired it could not be shipped out. Insurance on the grain, \$50,500; on the building, \$8,500.

Hannah, N. D.—We have remodeled our elvtr. thruout, installing a 10-h. p. Fairbanks-Morse Engine, Globe Cleaner, new leg, double chain, 9x12" buckets, new pulleys and belts. In fact, everything is new but the cribbing and we now have an up-to-date elvtr. I understand the Farmers Elvtr. Co., of which K. F. Gray is mgr., is putting in a new engine, cleaner, automatic scale in the cupola, and making other improvements.—A. R. Balfour, agt. Winter-Truesdell-Ames Co.

OHIO

Bluffton, O.—We are building new coal sheds with concrete floors.—Bluffton Mfg. Co.

Van Wert, O.—Chas. Hollerbach has entered the employ of Frank D. Brandt in the elvtr.

Ottawa, O.—We have sold our 12,000-bu. elvtr., which we advertised for sale.—Putnam Grain Co.

Homeworth, O.—Work is progressing on the elvtr. and warehouse under construction at this place.

Geneva, O.—Geo. F. Burwell has succeeded the Bates Elvtr. Co., of which A. E. Bates was prop.

Funk, O.—A. C. Swart, of Ashland, is the new mgr. of the elvtr. built by the Farmers Equity Union.

Van Wert, O.—The capital stock of the Pierce Grain & Hay Co. has been decreased from \$30,000 to \$20,000.

Cecil, O.—The report that we had sold our elvtr. here is incorrect.—A. M. Court-right, mgr. Square Deal Elvtr. Co.

Jewell, O.—We contemplate the purchase and installation of a grain drier.—C. W. Palmer, sec'y-mgr. Jewell Grain Co.

Deshler, O.—The Farmers Grain Co. has received notice from the B. & O. Ry. Co. to remove its buildings from the railroad property.

Cook, O.—The Cook Farmers Grain Co. incorporated; capital stock, \$6,000; incorporators, C. L. Struckman, Joe Rickey and others.

Pemberville, O.—The newly organized Farmers Elvtr. Co. will take over the plant of Bushman Bros. and convert it into an elvtr.

St. Paris, O.—The Duncan Seed, Hay & Grain Co. incorporated; capital stock, \$10,000; incorporators, John Duncan, Grant McMorran and others.

Weston, O.—I am not handling grain now, having sold all my elvtrs. I have been ill and have just spent a week at the hospital.—Ed Baldwin.

Bloomdale, O.—Grain in the elvtr., which was destroyed by fire on June 25, still is burning. Hundreds of wagon loads of half-burned grain has been hauled away.

Columbus, O.—I have opened an office in the Commerce Bldg., in this city, and am entering the grain and hay business, as a shipper.—John H. Myers, formerly at St. Paris.

Cleveland, O.—The plant of John A. Dennerle & Co. was taken over by the Nickel Plate Railroad and not the Nickel Plate Elvtr. as was recently reported.

Climax, O.—The Climax Equity Exchange incorporated to do a general grain and elvtr. business; capital stock, \$15,000; incorporators, Wm. Lepp, H. G. Junze and others.

Van Wert, O.—The firm name of the Ireton Bros. & Eikenbary Co. has been changed to the Ireton Bros. Co. The business will be conducted under the same management.

Crestline, O.—We are contemplating renting an elvtr. if we can find one in this section. We have no mechanical facilities for the handling of bulk grain.—Riester Bros.

Arcanum, O.—I have installed new machinery of larger capacity in my elvtrs., including larger elvtr. legs, 2 new dumps, and have increased the capacity to 2,000 bus. per hour.—H. J. Niswonger.

Fostoria, O.—We are operating our plant now as an elvtr. only, having discarded the mill. The plant has been enlarged one half.—Fostoria Farmers Exchange, per J. I. Lindower, mgr.

Findlay, O.—T. C. Linger, mgr. of the Ohio Grain & Hay Co., fell from the top of his house recently and was seriously injured. He was putting up a heavy flag pole, when it snapped, striking him on the head.

Kenton, O.—The White Mill, owned by W. J. Ochs & Son, is being dismantled, the machinery being removed to Cincinnati, and the building will be used for other purposes.—Ohio Millers State Ass'n, Columbus.

Mansfield, O.—H. E. Brooks has resigned as mgr. of the Mansfield Mfg. Co., operating an elvtr. here, and will again take the position as mgr. of the Western Mfg. Co. at Salina, Kan., a position he held for 11 years.

Bascom, O.—The elvtr. of the Sneath & Cunningham Co., was threatened with destruction July 5 when the roof of the cupola was set on fire by a spark from a smoke stack. The blaze was extinguished with slight damage to the roof and the grain stored in the building.

Lima, O.—The Hurley-Buchholtz Co., which recently engaged in the wholesale grain business, is composed of 2 young women, Miss Edna Hurley, for 9 years in the office of the Pollock Grain Co. at Middlepoint, and Miss Emma Buchholtz, for 5 years with another grain firm.

CINCINNATI LETTER.

J. F. O'Brien recently underwent a successful operation for appendicitis.

The Grain & Hay Exchange has decided to request the directors to change the call for cash grain from 1:15 to 1 p. m.

The Mutual Commission Co. has engaged in the grain and hay commission business with offices in the Carw Bldg. It has been admitted to membership in the Chamber of Commerce.

The Grain & Hay Exchange held its meeting July 18, out of doors, at the Newport Lodge of Elks camp, on the Ohio River above Dayton. A chicken dinner was served in old Kentucky style. The afternoon was devoted to sports and athletic contests.

We are indebted to Supt. Wm. C. Culkins for a copy of the 67th annual report of the Chamber of Commerce and Merchants Exchange for the year ending Dec. 31, 1915. The report is complete in every way and is a handsomely bound book, well illustrated. The list of officers is given, together with lists of com'tees, and members. Statistics covering receipts and shipments of grain, a grain trade review, range of prices, etc., are of interest and value to the reader. Rules, regulations and by-laws of the exchange are given in full.

OKLAHOMA

Moorewood, Okla.—George E. Harris is building an iron clad elvtr.

Cordell, Okla.—The Cordell Gin & Elvtr. Co. is installing a Midget Mill.

Purcell, Okla.—The Co-operative Gin & Elvtr. Co. has been dissolved.

Prague, Okla.—The new 15,000-bu. elvtr. of the Okemah Grain Co., of Okemah, is practically completed.

Strong City, Okla.—I have secured a position as local mgr. of the elvtr. the Thomas Mfg. Co.—A. W. Heatley.

Quay, Okla.—W. E. Coyle, of Guthrie, is dismantling his elvtr. and corn crib at this point, to make room for an oil well.

Fairmont, Okla.—Repairs have been made on the elvtr. of the Farmers Elvtr. Co., which was damaged May 28 by a tornado.

Wetumka, Okla.—I have resigned as mgr. of the Brazil Mill & Elvtr. and engaged in another line of business at Oklahoma City.—M. M. Pond.

Knowles, Okla.—We are in no way connected with the Knowles Co-operative Co.—J. W. Gambs, sec'y Farmers & Merchants Grain Co.

Nash, Okla.—We bot the elvtr. of the Athey Grain Co. and took possession July 10.—P. M. Combs, sec'y-treas. Nash Equity Exchange.

Camargo, Okla.—Our new elvtr. has been completed and is receiving grain. The Farmers Elvtr. Co. will enlarge its elvtr.—Walter Hunsaker, mgr. Bouquot & Ludwig.

Woodward, Okla.—The general office of the C. B. Cozard Grain Co. will be moved to Oklahoma City and the office here will be continued as a branch with C. A. Johnson as mgr.

Beaver, Okla.—We now have a portable elvtr., which we will use this season and will either buy or build an elvtr. next spring.—E. P. Brown, mgr. Beaver Equity Exchange.

Leedey, Okla.—We are just completing our new 7,000-bu. elvtr. We handled 120,000 bus. of grain last year with scoop shovels.—Geo. A. Logan, mgr. Farmers Union Clearing House.

Piedmont, Okla.—A new foundation is being put under the north elvtr., owned by G. F. Gossett, which has been undermined by continued wet weather. Other necessary repairs will be made.

Blanchard, Okla.—S. G. Ambrister, of Norman, has bot the elvtr., milling, feed and ice business of the Blanchard Grain & Gin Co. from Wm. Morgan. C. L. Barnes has been employed as mgr.

Big Cabin, Okla.—I am now with the R. H. Drennan Grain Co., which bot the elvtr. of J. F. Madison. Mr. Madison is now out of the grain business.—C. F. Oelke, formerly at Oklahoma City.

Leedey, Okla.—We have recently acquired possession of the elvtr. of the Wichita Mill & Elvtr. Co. The regular grain dealers here are the Farmers Clearing House Ass'n and our firm. All others are scoopers.—Ben U. Feuquay, of White Grain Co., Enid.

Okene, Okla.—John N. Voorhees, who operates an elvtr. on the Orient, at Fairview, will build an elvtr. on a side track on the Frisco, between this station and Ames. It will be finished to handle this season's crop.

Kingsfisher, Okla.—We expect to build an elvtr., on the C. R. I. & P., before another crop, but can not say when we will start. It will probably be a 25,000-bu. reinforced concrete elvtr.—P. N. Smith, Farmers Elvtr. Co.

Hobart, Okla.—Fire on July 8, originating in a grain bin, damaged the plant of the Hobart Mill & Elvtr. Co. to the extent of about \$13,000, which is covered by insurance. This was the first day it had been operated since the company sustained a heavy loss June 24 as the result of a wind storm, in which 2 smokestacks were blown over, part of the elvtr. was unroofed and blown in on the boiler, and a portion of the brick walls of the boiler collapsed.

El Reno, Okla.—The El Reno Mill & Elvtr. Co. has practically completed its new mill at a cost of approximately \$175,000.

Tulsa, Okla.—Two boys blew open the safe in the office of the elvtr. of the Wilcox Grain & Elvtr. Co. on July 10. The 200-lb. door crashed thru the side of the building into the street. A policeman was passing the building at the time of the explosion and was seen by the boys, who fired at the officer and fled. Altho the safe was blown open the robbers did not have time to obtain the small amount of money in it. The office furniture was completely demolished.

Oklahoma City, Okla.—C. F. Prouty, sec'y of the Oklahoma Grain Dealers Ass'n, has been holding a series of district meetings of the grain men of the state at El Reno, Frederick, Clinton, Woodward, Carmen and Enid, which were well attended. He is urging the inspection and testing of scales before the 1916 crop begins to come in. The installation of dust collectors in all elvtrs., recently ordered by State Labor Commissioner Ashton, has been held up pending investigation by members of the executive com'te of the Oklahoma Grain Dealers Ass'n.

OREGON

Portland, Ore.—W. L. Walka has started the erection of a 150,000-bu. grain and hay warehouse.

Tillamook, Ore.—The Farmers Warehouse Co. has been organized, with a nominal capital stock of \$1,000, with M. T. Chance as pres. and Gus Goeyes as sec'y.

Condon, Ore.—The 50,000-bu. elvtr. under construction for the Farmers Elvtr. Co. will be ready by Aug. 10. It will have 4 large tanks and 4 small ones. The main walls will be 8 ins. thick on a foundation 18 ins. in thickness. The entire building, including the roof, is of concrete. The company plans to double the capacity of this elvtr. next fall.

Pendleton, Ore.—H. W. Collins, grain dealer and warehouse owner, has bot the 6 warehouses in Umatilla County, located at Mission, Vayuse, Adams, Havane, Saxe and Barnhart, from the Kerr-Gifford Co. He now has 22 warehouses in this county and is arranging to open a cleaning plant here at an early date to clean and grade wheat to be shipped east. Mr. Collins has purchased a large warehouse from F. E. Judd and is now installing cleaning machinery.

Portland, Ore.—Union grain handlers worked cargo July 10 on the Steamer Beaver. The strike had not been settled, but M. H. Houser had sold 900 tons of wheat to the Sperry Flour Co., of San Francisco, at \$1.05 a bu. On July 10 it was worth only 97c and the flour company specified that it should be delivered alongside its dock in San Francisco. If not delivered the contract was to be cancelled and Mr. Houser would be out several hundred dollars. The grain handlers said that Mr. Houser was their best friend so they would work the cargo despite the humiliation it was to them to work with a crew of non-union men.

PENNSYLVANIA

Reading, Pa.—E. L. Bleistein, grain and coal dealer, is making improvements in his plant. He is erecting a building to house an electric mill, and when the machinery is installed, will be able to clean 400 bus. of grain per hour, grind a ton and a half of chop, and a car of grain may be unloaded, cleaned and weighed without bagging it.

PHILADELPHIA LETTER.

The new 1,000,000-bu. concrete and steel annex to the Girard Point Elvtr. is open for regular business. The total storage capacity is 2,200,000 bus.

Ellis K. Styer, of Norristown, has engaged in the grain business on his own account. He has been admitted to membership in the Commercial Exchange. Mr. Styer was formerly an employe of a large grain firm here.

William M. Powell, member of the Commercial Exchange since 1899, has been expelled from membership. He has been doing a grain and feed business under the name of Powell & Co.

Report states that the Philadelphia & Reading Ry. Co. contemplates wrecking the 1,500,000-bu. wooden Port Richmond Export Elevator, and replacing it with an up-to-date concrete and steel structure of about 2,500,000 bus. capacity, with a special conveyor system to eliminate all of the floating elevators now in use.

Members of the Commercial Exchange held a public meeting July 17 on the trading floor, and confirmed the following addition to the regular grain rules, that "when the chief grain inspector is satisfied that all rail corn is fresh shelled he is authorized to write the words 'fresh shelled' on certificates of inspection, for export, when requested to do so by exporters."

PITTSBURGH LETTER.

The annual stag outing of the Grain & Hay Exchange was held July 20 at Wexford. The afternoon was given over to sports and games, followed by a supper at the Wexford Hotel.

G. E. Cook, representing W. F. Heck & Co., and W. L. Grobe, associated with R. S. McCague, Ltd., have been admitted to membership in the Grain & Hay Exchange.

The A. H. Sunshine Co. incorporated to deal in grain, millfeed, hay and straw; capital stock, \$25,000; incorporators, F. C. Bortz, of this city, W. H. Sunshine and H. E. Sorbe, of Johnstown.

SOUTH DAKOTA

Wallace, S. D.—An elevator will be built by the Farmers Elevator Co.

Bath, S. D.—Dan Haley is building a 12,000-bu. elevator on his farm.

Sisseton, S. D.—Jos. Hannasch has sold his elevator and grain business.

Dimock, S. D.—C. W. Derr, of Mitchell, has sold the elevator of A. A. Truax.—X.

Twin Brooks, S. D.—Will Egrmayer is the new agent of the Miller Elevator Co.

Sioux Falls, S. D.—The Gould Grain Co. has discontinued its office at this city.

Winner, S. D.—An elevator will be built by the newly organized Farmers Elevator Co.

Frankfort, S. D.—A. Bunnell is now grain buyer for the Frankfort Mill & Elevator Co.

New Underwood, S. D.—J. H. Borin has resigned as manager of the Farmers Elevator Co.

Garretson, S. D.—An addition will be erected to the elevator of the E. A. Brown Co.

Corsica, S. D.—John Le Cocq has secured a position in the elevator of Davis & Hofer.

Davis, S. D.—I am out of the grain business now.—John De Vries, former manager. C. C. De Boer.

Irene, S. D.—A. T. Chase, of Wakefield, Neb., on July 15, took charge of the elevator of J. J. Mullaney.

Morristown, S. D.—The Morristown Equity Exchange has decided to build a 2d elevator at this point.

Spencer, S. D.—Henry Leuth, of Hoese & Leuth, was bereaved recently by the sudden death of his father.

Yankton, S. D.—Edward P. Wilcox, for many years in the grain business here, died at Jamestown, N. Y.

Trent, S. D.—Electric power will be installed and improvements made in the elevator of the Farmers Elevator Co.

Huffman, S. D.—The Farmers Elevator Co. has been formed to build an elevator. Amos Bacon is president of the company.

Kampeska, S. D.—Repairs are being made on the elevator of the Farmers Elevator Co., which is closed at present.

Webster, S. D.—Potter, Garrick & Potter are looking over prospective elevator locations in North and South Dakota.

Florence, S. D.—Lawrence O'Toole will succeed Ed Johnson on Aug. 1 as grain buyer for the Farmers Elevator Co.

Kaylor, S. D.—Both elevators at this station will be repaired for the new crop.—Geo. Boepple, manager. Till & Koch.

Stockholm, S. D.—We have installed a new 10-h. p. Fairbanks-Morse Engine.—Geo. Wemmering, manager. Farmers Elevator Co.

Beresford, S. D.—E. C. Morrill, former manager of the Farmers Elevator Co., has sold and taken possession of the elevator of J. T. Scroggs.

Gallup, S. D.—No prospects of an elevator being erected here as was recently reported. We have no elevator here now and have never had one.—P. M.

Northville, S. D.—The Farmers Elevator Co. has been organized to build an elevator. J. A. Percy is president and Frank Martin, secretary of the company.

Tacoma Park, S. D.—We are not sure of building an elevator. I hardly think the project will go through.—Ed. A. Stephenson, temporary secretary, Farmers Equity Union.

Delmont, S. D.—James Hanson, of Utica, has succeeded R. H. McCowan as manager of the Farmers Elevator Co. Mr. McCowan is now manager of the Farmers Elevator Co. at Coleman.

Salem, S. D.—H. W. Schneider has been retained as manager of the McCook County Elevator Co. The Dakota Grain & Coal Co. has installed a new scale in its elevator at this point.

Claremont, S. D.—The recently organized Equity Union Elevator Mercantile Exchange, incorporated; capital stock, \$25,000; incorporators, J. H. Wigdahl, Archie McGee and others. An elevator will be built.

Egan, S. D.—The Farmers Grain & Fuel Co. held its first meeting on July 1. It will take over the elevator of the Standard Grain Co.—G. O. Farrell, representing Van Dusen Harrington Co., Watertown.

Bridgewater, S. D.—J. H. Shanard, son of the late George H. Shanard, former president and manager, will take an active part in the management of the company.—W. J. Shanard, secretary-treasurer. Shanard Elevator Co.

Columbia, S. D.—The Farmers Equity Exchange incorporated; capital stock, \$10,000; incorporators, A. H. Smith, Art Smalley and George Daly. The new company has sold the elevator of the Eagle Roller Mills Co.

Nisland, S. D.—The Tri-State Milling Co. will operate its elevators this season and I will buy for them instead of leasing the elevators as before. I will continue my own warehouse, handling feed, coal, hay and doing grinding.—J. D. Duer.

Plankinton, S. D.—Geo. H. Barber has resigned as manager of the Farmers Elevator Co., which position he held for 2 years, and he will travel as grain solicitor for the Brown Grain Co., of Minneapolis, Minn., as soon as a new manager is obtained for the elevator here.

Saranac sta. (Madison p. o.), S. D.—Fire destroyed the elevator of J. A. Carpenter, which was the only elevator here. It contained several thousand bus. of grain and was managed by Z. Steele. The estimated loss is \$6,000, which is covered by insurance.

Osceola, S. D.—The new Farmers Elevator Co. has hired H. J. Hymes, of Thomas, as manager. The company sold the elevator of the Northwestern Elevator Co. and opened for business July 15.—G. O. Farrell, representing Van Dusen-Harrington Co., Watertown.

Rauville sta. (Watertown p. o.), S. D.—The Northwestern Elevator Co. has sold its elevator to J. D. Phelps, giving possession July 1. The 2 elevators here are now operated by independent dealers.—G. O. Farrell, representing Van Dusen-Harrington Co., Watertown.

Aberdeen, S. D.—The Farmers Equity Union has decided to wreck its old elevator and replace it with a 50,000-bu. iron clad elevator, at a cost of about \$15,000. Plans for the new house have been made and also for new outer buildings, including a warehouse. O. A. Swanson was elected president and H. H. Sands, manager of the exchange for the coming year.

Canova, S. D.—The recently incorporated Canova Elevator Co. has decided to buy the elevator of the Canova Grain Co., owned by Clough & Dexter, and will handle this fall's crop. J. E. Johnson is president of the new company.

Beresford, S. D.—We have sold the elevator of R. E. Mangan and retained Peter Riley as manager. Our elevator burned in February and we were out of the grain business here until we purchased the Mangan Elevator. The report that we sold an elevator at this place is incorrect.—J. J. Mullaney, Sioux City.

Ordway, S. D.—The Ordway Equity Exchange is building a 20,000-bu. elevator, up-to-date in every respect, on my farm, which is 4 miles west of this town, on the C. M. St. P. R. R., and 7 miles north of Aberdeen. It will be completed about Aug. 1. The company's manager at Ordway will manage both elevators.—O. A. Swanson, Aberdeen.

Bruce, S. D.—The Farmers Elevator Co., which leased its elevator last year to H. B. Erickson, is again doing business and I am manager. I have been in charge of the elevators of the Atlas Elevator Co. at different points in Minnesota and South Dakota for years. Mr. Erickson is now manager of the Farmers Elevator Co. at Wheaton, Minn.—Lars Larson.

SOUTHEAST

Attalla, Ala.—W. S. Shohan & Co. have retired from the grain business.

Montgomery, Ala.—Hobbie Bros. will erect an elevator at a cost of \$20,000.

Vicksburg, Miss.—The Russell Flour & Grain Co. has engaged in the grain and flour business.

Richmond, Va.—W. F. Grune and G. G. Fairbanks & Co. have withdrawn their memberships in the Grain Exchange.

Palatka, Fla.—C. C. Hudson is president and F. J. Holcomb, secretary-treasurer, of our company, which has the business of Vertrees & Co. on June 1.—Vertrees Co.

Mobile, Ala.—John H. McAndrew, of John H. McAndrew & Co., died June 17. The business will be conducted as heretofore, under the management of F. G. Watson.

Newport News, Va.—W. S. Upshur has been appointed manager of the elevator with headquarters here, effective July 1.—E. I. Ford, superintendent terminals, Chesapeake & Ohio Ry. Co.

Charlestown, W. Va.—J. D. Steele has sold his interest in the Steele & Payne Co., grain, feed and hay dealers, to H. G. Davis and has retired from the business. H. G. Davis is now president, T. W. Woodward, vice-president, and O. F. Payne, secretary-treasurer, of the company.

Birmingham, Ala.—Gough & Whetstone have engaged in business and will handle grain and grain products. W. A. Gough was formerly in the brokerage business at Meridian, Miss., and Huie Whetstone has been a traveling solicitor for a cotton oil company in the South.

Marianna, Fla.—The elevator being erected by W. L. Brandon & Son, grain dealers of Ft. Lauderdale, will have a capacity of 15,000 bus. of corn and will be the first elevator in Florida. It will be 100x110 ft. and about 70 ft. high, with the elevator head and cleaning machines in the cupola, and will have an hourly handling capacity of 1,000 bus.

Richmond, Va.—Y. E. Booker has been re-elected secretary of the Grain Exchange. The following committees have been selected: Executive—W. F. Richardson, chairman; W. C. Todd, S. T. Beveridge, C. W. Wingfield and John R. Cary. Grain—S. T. Beveridge, chairman; W. D. Saunders, John F. Jacob, T. G. Williams and W. G. Bragg. Quotation—H. G. Carter, chairman; W. M. Lewis, John F. Jacob, W. H. Brown and R. L. Chenery. Arbitration—T. L. Moore, W. L. Lefew, H. M. Martin, F. L. Bigham and Nat Frazier. Appeal—A. C. Diggs, W. P. Patteson, W. P. Wood, George D. Morgan and E. B. McGeorge. New members—W. G. Bragg, W. B. Anderson, A. S. B. Jones, F. H. Garber, Jr., and M. S. Tate.

Mobile, Ala.—The 9 leading grain dealers here will lose about \$200,000 as the result of the tornado and high water of July 5, with only a small part covered by insurance. The whole stock of grain and feed has been water soaked. Water stood from 4 to 8 ft. in the first floors of the grain dealers' buildings and the roofing of a number was blown off, followed by 13 inches of rainfall, drenching their stock on floors above.—R. R.

TENNESSEE

Memphis, Tenn.—R. H. Green, of Jackson, Miss., has been admitted to membership in the Merchants Exchange.

Jellico, Tenn.—The Smith-Hughes Grocery Co. has been organized to do a wholesale corn, hay, feed and flour business, and has secured a lease on the large Gorman Warehouse. E. Elbert Smith and Chas. Hughes are the members of the firm.

NASHVILLE LETTER.

The Overland Grain Co. incorporated; capital stock, \$25,000; incorporators, E. M. Kelly, A. D. Bryan and others.

S. S. Kerr, wholesale grain dealer, has brought suit against the Southern, Nashville Terminal and Illinois Central Railways for \$1,914.18 for alleged damage. He states that in 1915 he stored a large amount of grain in the Hermitage Elvtr. & Warehouse, owned by these railways. Eight carloads of the wheat was badly damaged and had to be sold at a loss of the figure named, on account of lack of proper care.

TEXAS

Mission, Tex.—The report that a grain elvtr. was located here is incorrect.—X.

Benonine, Tex.—We will put in a new engine. No other repairs are necessary.—W. H. Douglas Grain Co.

Chillicothe, Tex.—J. W. Pruden is a scooper, without any investment in permanent grain handling facilities.

Stratford, Tex.—H. Altringer contemplates making some improvements, including the installation of a corn sheller and new belting.

Membership in the Texas Grain Dealers Ass'n has been granted to the Evans & McAlister Grain Co., of Zephyr.—H. B. Dorsey, sec'y.

Tulia, Tex.—We have erected a 20,000-bu. up-to-date elvtr., on the A. T. & S. F., and buy and sell grain in car lots.—W. A. Porter & Son.

Ranger, Tex.—We handle grain in car lots only. No elvtrs. are located here. We are situated on the Texas & Pacific R. R.—John M. Gholson Co.

Amarillo, Tex.—J. M. Russell has sold his interest in the Amarillo Grain & Coal Co. and acquired a half interest in the Lemmons Grain & Coal Co.

Columbia, Tex.—I operate a warehouse and buy and sell grain and feed. No elvtrs. are located here. All grain grown here is consumed locally.—F. N. Bullock.

Corpus Christi, Tex.—I am engaged in the grain brokerage business, handling grain in car lots. I have no elvtr. or warehouse. I also buy and sell hay and cotton seed products.—T. H. McNeill.

Amarillo, Tex.—We have just installed a new elvtr. leg, which will double our facilities for handling grain. New machinery has been installed and general repairs made.—Early Grain & Elvtr. Co.

Pampa, Tex.—The Kansas Flour Mills Co., of Wichita, Kan., has let contract for the erection of an elvtr. to the White Star Co. Work is progressing on this elvtr., which replaces the one that burned recently.

Austin, Tex.—A hearing will be held Aug. 8 by the State Railroad Commission on the proposed cancellation of differential rates for account of the Panhandle & Santa Fe Ry. north of Fullerville to Canyon City, and east of Canyon City to Amarillo, the effect being to place all these stations in common point territory.

Galveston, Tex.—Grain dealers who had grain in the storm of August, 1915, are requested to take the necessary steps to obtain what is due them on this salvage, to file their papers with Hutchings, Sealy & Co. of this city. The final sale is soon to be made, and it will be possible for this firm to make remittances.

Austin, Tex.—The Texas Railroad Commission will give a hearing at its office in this city Sept. 12 on the following proposed changes in the minimum weight of hay in carloads, amending sec. 4 of commodity tariff No. 2-C: On hay and articles taking hay rates: Cars 34 feet and under, 17,500; cars 34 ft. to but not including 36 ft., 20,000; cars 36 ft. to and including 36½ ft., 22,000; cars over 36½ ft. to and including 42 ft., 24,000; cars over 42 feet, 30,000.

Galveston, Tex.—The work of elevating or raising the Santa Fe's holding yard for storage of grain and other freight was started July 10. The plan calls for a raise of several feet above the present grade, in order to elevate the tracks in the yard to a height sufficient to insure traffic being above high water mark in times of flood. The yard will be filled with mudshell, which, when compactly settled into place and protected on both side with a clay embankment, will make a filling that is practically impervious to attacks of flood water. The work will be pushed to an early completion and about Aug. 10 part of the yard will be placed in use.

UTAH

Salt Lake City, Utah.—Geo. Henry Knowlden, 86 years of age, a pioneer grain dealer of this city, died recently.

Kaysville, Utah.—We are making extensive repairs in our mill, increasing the capacity to 140 bbls., at a cost of \$5,000.—Henry H. Blood, mgr. Kaysville Mlg. Co.

WASHINGTON

Ritzville, Wash.—The O'Neill Grain Co. is preparing to handle grain in bulk.

Uniontown, Wash.—Sven Swenson will open a grain office and engage in the grain business on his own account.

Latah, Wash.—The Farmers Union Grain & Supply Co. has installed 2 Hall Signaling Grain Distributors in its elvtr.

Chesaw, Wash.—The Chesaw Grain Co. has engaged in the grain business and will build a frame or steel-tank elvtr.

Davenport, Wash.—The Davenport Union Warehouse Co. is equipping its elvtr. with a Hall Signaling Grain Distributor.

Tokio, Wash.—We are building a 50,000-bu. elvtr. at this station.—W. H. Kreager, mgr. Ritzville Flouring Mills, Ritzville.

Paha, Wash.—An elvtr. is being erected by the Ritzville Flouring Mills Co., at this station, which is 8 miles west of Ritzville.

Hay, Wash.—An elvtr. is being erected by the Farmers Elvtr. Co.—M. E. Stansell, mgr. La Crosse Elvtr. & Produce Co., La Crosse.

Marcellus, Wash.—The Marcellus Elvtr. Co., located on the Milwaukee, 8 miles north of Ritzville, is preparing to handle grain in bulk.

Kahlotus, Wash.—The Kahlotus Grain & Supply Co. has let the contract for a 25,000-bu. wooden elvtr. to Louis Delivuk. The contract price is \$6,000.

Farmington, Wash.—The Palmerton, Moore Grain Co., incorporated; capital stock, \$2,500; incorporators, H. E. Palmer-ton, F. C. Moore, and others.

Ditmar, Wash.—We are building a 45,000-bu. elvtr. and expect to have it completed about Aug. 15.—M. Harshman, mgr. Washington Grain & Mlg. Co., Reardan.

Molson, Wash.—Contract for a 35,000-bu. elvtr. has been let by the Molson Union Elvtr. Co. to the Pioneer Engineering & Elvtr. Co. The building will be 34x36x40 ft.

Reardan, Wash.—We are not building additional storage here but are giving our flour mill plant a thorough repairing.—M. Harshman, mgr. Washington Grain & Mlg. Co.

Canyon, Wash.—An elvtr. is being built by the Farmers Elvtr. Co. at this station, which is in Whitman County.—M. E. Stansell, mgr. La Crosse Elvtr. & Produce Co., La Crosse.

Gravelles, Wash.—We have a 45,000-bu. elvtr. under construction at this point, which will be completed about Aug. 15.—M. Harshman, mgr. Washington Grain & Mlg. Co., Reardan.

Prescott, Wash.—The Portland Flour Mills Co. will tear down its old houses and build a large structure, north of the spur track. It will be able to take care of 18 teams, hauling 720 sacks in one hour.

Creston, Wash.—The Farmers Grain Co. is installing additional bins in the elvtr., the building is being reinforced, a large coal shed built, and electric power installed thruout the plant. M. D. Dungan has been retained as mgr.

La Crosse, Wash.—We have a 35,000-bu. elvtr. and a 50x300 ft. sack warehouse. We are putting bins and conveyors in the first 60 ft. of this warehouse for bulk grain. Farmers are slow to change to the bulk system. In the past nearly all grain was handled in sacks. This year about 25% will be handled in bulk. Our company is a farmers' institution.—M. E. Stansell, mgr. La Crosse Elvtr. & Produce Co.

Snake River, Wash.—The recently incorporated Snake River Elvtr. Co. will build an elvtr. The company is figuring on a gravity system elvtr., the building being located on the side hill and using the gravity for loading grain. No definite plans have been made, as farmers are financing the project. Excavations are now being made, and as the side hill is rock, considerable material has to be moved. I understand that when the excavation is finished work will be started on a 20x40x65 ft. concrete building with wooden bins, of about 40,000 bus. capacity. The elvtr. should be completed about Sept. 1. L. E. Nolan is pres. and C. J. Jones, mgr. of the company.—X.

SEATTLE LETTER.

The position as ass't to the elvtr. supt., at a salary of \$110 a month, has been created by the port.

North Pacific Grain Co. incorporated; capital stock, \$20,000; incorporators, H. H. and H. J. Rasmussen.

Penney Wales, formerly with the Wenatchee Mlg. Co. at Wenatchee, is now office mgr. of the Spokane Grain Co. here.

The Fisher Flouring Mill Co. has moved its offices from the White-Henry Bldg., to its own building. Work is progressing on the company's additional storage tanks.

The construction of additional storage in connection with the Port Elvtr. is now under consideration and a decision will be reached soon.—J. R. West, chief engineer, Port of Seattle.

The Port Commission held a meeting recently in reference to the Port Elvtr. It was explained that the air system of carrying the smut from the grain was not satisfactory and that the port had been compelled to make rebates to its customers because it was unable to perform this work. The port's engineering and traffic depts. were instructed to make an investigation at the elvtr. and such changes as are necessary.

WISCONSIN

Walworth, Wis.—G. A. Ruhner, of Milwaukee, will manage a large elvtr. here.

Ripon, Wis.—O. H. Kroll has installed feed grinding machinery in the Northwestern Elvtr., of which he is prop.

Poskin Lake (Paskin p. o.), Wis.—The Osceola Mill & Elvtr. Co. will build an elvtr. on the site of its flathouse, which will be razed to make room for the new structure.

Marathon, Wis.—We will build an elvtr., equipped with a feed grinder, and will erect a flour and feed store. A 500-ton hay shed is now under construction.—Paul Rajek, agt. Cereal Mills Co.

West Bend, Wis.—Fire on July 17, originating in the boiler house, damaged the malt house and elvtr. adjoining, owned by the West Bend Malting Co., causing a \$60,000 loss. Three concrete tanks were slightly damaged, but withstood fairly well.

Thorp, Wis.—The Thorp Mfg. Co. incorporated; capital stock, \$15,000; incorporators, E. J. Crane and Owen, Geo. C. Nielsen of Withee, and W. F. Hughes of New Richmond. The new company has taken over the elvtr. of E. J. Crane and will enlarge it. New grinding machinery will be installed and cement, hay, lime, brick and other commodities will be handled in connection. When improvements are completed it will be the largest elvtr. and grist mill in the county.

MILWAUKEE LETTER.

The finance com'te of the Chamber of Commerce has fixed the rate of interest for July at 6% per annum.

More than 500 persons marched with the members of the Chamber of Commerce in the Preparedness Parade on July 15.

The Donahue-Stratton Co. has increased its capital stock from \$100,000 to \$250,000. The company operates St. Paul Elvtr. "A."

Wm. Madden, associated with the E. P. Bacon Co., will be married this month to Miss Rose O'Brien, who has been private sec'y to Harry A. Plumb for 6 years.

Chas. J. Wojahn and Lyman G. Bournique have been admitted to membership in the Chamber of Commerce. Frank Osborne Lenore and Thomas J. Cassidy have applied for membership and the memberships of E. Hirsch and J. A. Gould have been posted for transfer.

WYOMING

Manville, Wyo.—An elvtr. will be erected by the Farmers Elvtr. Co., now being organized.

Hudson, Wyo.—Two steel storage tanks, of 12,000 bus. capacity, are being installed by Geo. F. Early, prop. of the Lander Flouring Mill.

DID YOU ever mention your favorite trade journal when writing its advertisers? Whenever you do say a word for it, you help it to a greater influence for improved trade conditions.

THE J. H. MURPHY FEED Co., Milwaukee, Wis. has been incorporated with a capital stock of \$50,000, and will operate the grain drying and feed plant being erected there by J. H. Murphy of Chicago. Incorporators are J. Vandergerber, Alvin Tighe and C. F. Bindies.

North Dakota Managers' Meeting.

At the annual meeting of the North Dakota Ass'n of Managers of Farmers Elevator Companies, held at Grand Forks July 21 and 22, the following officers were elected for the ensuing year: Pres., August Everett, Pillsbury, N. D.; vice-pres., A. A. Lane, Sherwood, N. D.; sec'y, Nels R. Tacklind, Drake, N. D.; Directors, the foregoing and J. A. Stockstad, H. F. Thompson, C. Gibson, C. H. Bristol and Nels Osterdahl.

A resolution was adopted and wired to Sec'y of the Treasury McAdoo urging that Franklin McVey, pres. of the state university, be made a member of the board which is to administer the rural land credits act.

Shaft thru Bin Starts Fire.

Designing an elevator with a shaft running thru a bin is admittedly bad practice, but still seems to be followed, as in a recent case in a Kansas elevator, that narrowly escaped destruction by fire due to the shaft in bin.

A large pipe made of comparatively thin iron and riveted formed the housing of the shaft and it had worn so the grain came into contact with the shaft. Friction had heated the grain nearly to the point of ignition, which eventually would have occurred, and the plant would have burned, without apparent cause.

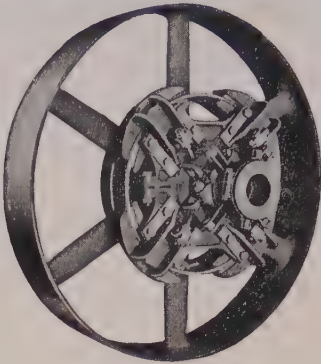
When a shaft must be continued thru a bin the housing should be substantial, such as well casing, and large enough to allow play for the shaft without coming into contact with housing. Well casing makes a good housing, and a substitution of the well casing for the stove-pipe was made in this case in the nick of time.

AMONG THE LATEST inquiries suggesting foreign trade opportunities received by the Bureau of Foreign and Domestic Commerce is the following: Davidson Bros., Pen-dennis Chambers, 375 George St., Sydney, Australia, wishes communication with contractors of grain elvtrs.

THE PETITION of the Grand Trunk Ry. to be excepted from the general order of the Interstate Commerce Commission decreeing a divorce of railroad ownership on the Great Lakes will be heard by the Commission Sept. 6. The Grand Trunk operates a fleet of boats between Perry Sound and Chicago.

A Timely Suggestion.





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ADVERTISING has let the daylight in on business.—Jack Lait.

ADVERTISING will create a predisposition in your favor or it will break down a prejudice.—*Montreal Star*.

MERRIAM PARK, ST. PAUL, MINN.—The company formerly known as the Fosston Mfg. Co. has been changed to the Fosston-Carpenter Co.

CHICAGO, ILL.—National Automatic Scale Co. recently incorporated. G. D. Wellington, H. C. Peterson, E. W. Clark are the incorporators.

MINNEAPOLIS, MINN.—A large and commodious office necessitated by steadily increasing business, has just been added to the R. R. Howell & Co. plant.

FRANKFORT, IND.—In order to have a name more in keeping with the nature of its business, the American Carburetor Co. has been changed to the Kerosene Carburetor Co.

FARGO, N. D.—The Equity Mfg. & Supply Co., of Moorhead, N. D., was formally organized in this city July 11, to manufacture grain drying bins. The company is incorporated for \$200,000.

MINNEAPOLIS, MINN.—To simplify business matters we have deemed it expedient to change our corporate name. The Northwestern Automatic Scale Co. in the future will be known as the Klingler Mfg. Co., and our scale will be called the Klingler Automatic instead of the Northwestern.—Klingler Mfg. Co.

KANSAS CITY (ARGENTINE), KAN.—A large Hess Drier & Cooler has just been completed for the Armour Grain Co. at the Neola Elvtr. This is a four unit machine. It is operated by electricity and may be run night and day without running the main house. It is housed in a specially constructed building of reinforced concrete.

PASSAIC, N. J.—The following have recently installed Richardson Automatic Scales: Woodmansee & Webster Co., Rexburg, Idaho; F. B. Matthews & Co., Kingston, N. Y.; Ralston-Purina Co., Buffalo, N. Y.; O. M. Kellogg, Benkelman, Neb.; West Bend Elvtr Co., West Bend, Ind.; Eagle Mills Co., Tucson, Ariz.; C. M. Codner, Oswego, N. Y.

THE FEDERAL trade commission will investigate the present high cost of paper. Agents of the commission are examining the accounts of paper manufacturers both in the United States and Canada to determine the cost of production, profits, terms of sale and other questions. They are seeking information from jobbers on the cost of distribution and getting data on the increase in the foreign demand and if war conditions have affected imports of wood pulp and paper.

MAROA, ILL.—Boss Air Blast Car Loaders have been installed in the following elevators: F. Schlentz & Son, Eldorado, O.; Farmers Union Elvtr. Co., Bidon, Kan.; Sheppard Elvtr. Co., Cherokee, Kan.; Farmers Mer. Ass'n, Effingham, Kan.; J. J. Connerly, Millersville, Ill.; W. S. Doolin, Bush Hill, Mo.; Igleheart Bros., Stewartville, Ind.; Floyd & Holdredge, Beeler, Kan.; Clay Center Gr. Co., Clay Center, Neb.; Geneseo Gr. Co., Geneseo, Kan.; Farmers Mfg. & Elvtr. Co., Veedersburg, Ind.; Oneta

Equity Exchange, Oneta, Okla.; O. H. Bayless, Watson, Mo.

Operation of the Muncie Oil Engine.

Engines in the German submarines must be most efficient, reliable and saving of fuel, hence it is not surprising that they are of the Diesel type. It may surprise many to learn that this efficient type of engine already is in use in many grain elevators of the United States, in the form of the Muncie Engine, which is of the two cycle, semi-Diesel type, using medium compression.

The fuel is injected into the engine cylinder under heavy pump pressure at atmospheric temperature thru an especially designed nozzle, entering directly into the combustion chamber where it is vaporized and automatically ignited by the heat of compression and heat stored within the combustion chamber. After expansion is complete, the piston uncovers the exhaust port thru which burned gases escape, aided by the incoming charge of fresh air from the crank forward the air being compressed therein by the piston on the same forward stroke.

The air enters from the top of the cylinder thru the ports opened slightly later than the exhaust port. The surplus of air gives full scavenging function and leaves ample supply for the succeeding fuel mixture.

Each supply of fuel is accurately regulated thru the automatic cut-off governor of special design, whereby the closest of regulation is secured under all loads, namely within 2% of the nominal RPM. The same governing quality economizes in fuel, that is, only sufficient is allowed for the work of that one revolution.

Elimination of all cams, gears, rollers, valves, carburetors, vaporizers and electrical igniting devices makes for reliability and dependability, hence reduces upkeep and attendance cost, enabling high efficiency and service under the care of the average operator with only a few minute's attention per day. Its simplicity appears from the engraving herewith.

It can be started from 3 to 5 minutes in the coldest of weather and is as positive and as easy in starting as the steam engine, and as easily controlled for speed or any other feature, while in operation.

It is not confined to the use of any one fuel, the prime idea being cheapness of such fuel. It uses successfully not only the heaviest or cheapest of fuel oils, but

where storing of such fuel oil in tank cars is not possible or convenient as in case of many engines 30 h.p. and smaller, the cheaper grades of power distillate or kerosene, may be used with equal reliability and success. From 5 to 10% more of such fuels are required, however, due to the difference in the respective heat values per gallon.

In purchasing an engine, one should be selected which will use oils of cheaper and lower grade than kerosene. Due to the many improvements in refining processes within the past few months, the kerosene group is itself again refined for more gasoline and a large quantity of the ordinary kerosene is used for blending purposes with high grade gasoline. This diminishes its volume of distribution and with the steady demand for its use as kerosene, the price is bound to increase, or approach nearer the level of the gasoline group.

Additional information regarding this up-to-date engine will be given on application to the manufacturers, the Muncie Oil Engine Co.

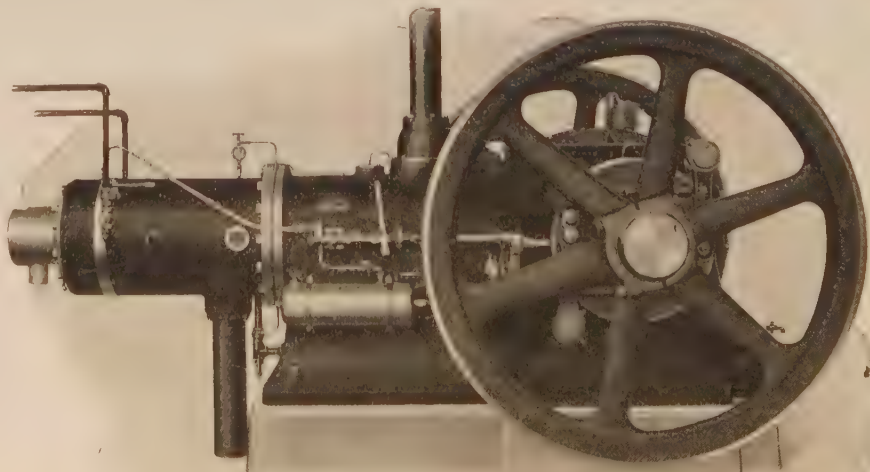
Ass'n of Kansas City Traveling Grain Men Organized.

The Kansas City Traveling Grain Men's ass'n, which has for its purpose the promotion of good feeling between the commission merchants of Kansas City, their patrons in the country, and the traveling representatives themselves, was partially organized July 3 at a meeting held in Kansas City.

The executive committee of the association is composed of H. G. Miller, J. F. Marion and A. R. Aylesworth, who drafted the constitution and by-laws, which fix the membership fee at \$5, and it is planned to hold a meeting on or about Oct. 1, when all matters pertaining to the completion of the organization, the fixing of assessments, eligibility to membership, etc. will be concluded.

Major M. Moberly was elected president, W. G. Hazeltine, vice-pres., E. R. Welch, sec'y, and F. O. Zimmerman, treas. A board of directors was also named, consisting of Mr. Moberly, W. W. Simmons, I. Updike, J. F. Leahy, Charles Cooper, F. O. Zimmerman and S. J. Owens.

There was a great deal of enthusiasm shown at the organization meeting. Sec'y Welch reports that applications for membership are coming in freely.



Muncie Oil Engine.

Bookkeeping as a Factor in Collecting Railroad Claims.

BY S. R. S.

The loss of grain in transit causes both shippers and the railroads a great deal of irritation and litigation, notwithstanding the fact that the common law liability requires the carrier to deliver the full amount of grain received at destination. Many excuses have been offered by the carriers, for refusing to honor shortage claims, among them, being "Natural Shrinkage," "Arrival of Car in Good Condition," and "Reliability of Destination Weights," but when the cases have been finally brought before the Courts of last resort, they have been forced to recede wherever it has been shown that a certain amount of grain was loaded and failed to reach destination intact.

The necessity of keeping an accurate record of all grain shipped therefore becomes immediately apparent if the shipper is to hope for a satisfactory adjustment of his legitimate claims. Of course, the scales must be shown to have been in perfect working order, but it does not follow that if the scales were right the weights of any given shipment were likewise correct, without evidence tending to prove that ordinary care was used in the weighing and recording of the various drafts which were loaded.

In connection with the condition of the scales it might be said that the railroad claim agent, who never operated a scale in his life, knows more weak spots in an ordinary automatic scale, or any other kind, than the average grain dealer who uses scales daily, will learn in a life time. Yet this is not surprising when it is remembered that their investigators are on the look-out all the time for defects in construction, installation, operation, maintenance, and their reports on thousands of scales naturally give said claim agent all the points necessary to worry the dealer a long, long time.

This applies to shipping scales. Most of the claim agents agree that the wagon scales might be nearly right for three reasons. First, the dealer ordinarily wants to be sure he isn't paying out any more than is absolutely necessary, and will naturally endeavor to keep these scales in the best of condition.

Second, the farmer will be liable to notice any discrepancies in weights, especially if they are working against him, and

Third, the Competitor would like nothing better than to find the scales out of order.

Under these circumstances the dealer who has both his scales inspected at reasonable intervals, repaired if necessary, and then tests them frequently, the one with the other, will have no difficulty in proving the accuracy of his weights in general.

Presuming that he has profited by past experiences, and is keeping his scales in prime condition, there still remains the necessity of proving that the weights of a given shipment were correct. No man's memory is to be trusted in the matter of exact weights, number of drafts, etc., and a complete record of the essential facts is absolutely necessary. The force of this statement will be more fully realized when it is remembered that an average of 10 per cent of the cars arriving at destination show signs of leakage, and that the average length of time elapsing between date of shipment and date of filing claims is over 30 days.

A duplicating certificate of weight will serve for this purpose, the carbon copy

being considered good evidence, but a shipping record is much better, especially as such books are generally ruled to show the returns as well as the shipping data. Very little time is required to keep such a record up-to-date, probably an average of 5 minutes for each shipment, and in addition to giving the Court a good impression of the dealer's systematic efforts to keep track of his grain, its use enables the dealer, with the use of a few other books, to determine at the end of the year, or more frequently if desired, the cost of handling grain through his plant.

In exceptional cases claim agents have requested the dealer to show in-coming, that is wagon load, weights as well as shipping data, but such a record is to be considered of greater value in settling with the farmer, and ascertaining the cost of handling. It should show the date, name of the seller, kind, gross, tare, net, bushels, price, and amount. It is most natural to record this information and the work can generally be accomplished while the farmer is driving on and off the scale.

Simple records such as these will greatly aid the shipper in demonstrating to the claim agent that he is making an honest effort to do his part and is only asking for recompense on the cars which actually show leakage.

Status of Warehouse Act.

One change was made by the Senate in the United States Warehouse Act which forms part C of the bill H. R. 12717 that went to conference from the House to the joint com'te of both houses July 18.

Sec. 2 defines a warehouse as any building in which grain, flaxseed, cotton, wool or tobacco is stored.

Sec. 3 authorizes the Sec'y of Agriculture to license warehouses and prescribe duties of warehousemen.

Sec. 6 requires warehousemen to give bond, and the Senate added a clause, the only change made, requiring the warehouseman to have fire insurance.

Sec. 11 provides that the Sec'y of Agriculture may issue licenses to inspect and grade grain and to weigh grain and other commodities stored or to be stored in a licensed warehouse.

Sec. 15 provides that no one but a licensed inspector shall grade grain into a licensed warehouse.

Sec. 18 specifies what shall be shown upon the warehouse receipt, and that if the grade is stated it must be the federal grade.

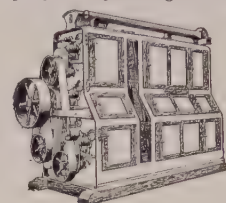
Sec. 27 authorizes employes of the Dept. of Agriculture to examine all books, records, papers and accounts of licensed warehouses and warehousemen.

The act will affect only those warehousemen who choose to apply for a federal license. No penalty attaches to a failure to apply for license, and applicants are granted no privileges they do not already enjoy. In states or territories not having public warehouse laws the act will give the warehouseman an opportunity to operate as a public warehouseman.

ITALIAN IMPORTS of wheat during March were 7,376,000 bus. against 8,936,000 bus. the previous year. During the eight months of the current season (Aug.-Mar.) 47,736,000 bus. have been imported, compared with 26,160,000 bus. for the same period a year ago and 32,664,000 two years ago.

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The book is ruled with column headings as follows: Date; L. F.; L. P.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10½x15½ inches, of Atlas linen ledger paper. A 28-page index in front. Extra heavy cloth covers with leather back. Price, \$2.50.

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Form 24. An indexed shipping ledger for keeping a complete record of the shipments of 5,000 cars. Facing pages are given to each firm to whom you ship and name indexed. The pages are 10 1-2 x 15 1-2 inches, used double.

The book contains 100 double pages. Atlas linen ledger paper is used. A 16-page ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price \$2.50.

Grain Dealers Journal

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Supreme Court Decisions

Freight Rates.—A carrier and shipper are bound by the lawful freight rates, notwithstanding mistake, inadvertence, honest agreement, or good faith.—*Emerson v. Central Georgia R. R. Co.* Supreme Court of Alabama. 72 South. 120.

Expert Evidence on Market Value.—If witnesses as to difference in market value of corn before and after the injury are experts, they may give their opinions upon hypothetical questions.—*Houston & T. C. Ry. Co. v. Lewis.* Court of Civil Appeals of Texas. 185 S. W. 593.

Crop Mortgage.—A chattel mortgage on crops not in existence and to be grown on land of the mortgagor will be enforced as a lien on the crops when they come into the possession of the mortgagor, when their acquisition from the land was contemplated when the mortgage was made.—*Caldwell, Hughes & Patterson v. Yarbrough.* Court of Civil Appeals of Texas. 186 S. W. 350.

Carrier's Recovery of Freight Undercharges.—An action under Interstate Commerce Act Feb. 4, 1887, c. 104, § 6, 24 Stat. 380, as amended by Act Cong. June 29, 1906, c. 3591, § 2, 34 Stat. 586 (U. S. Comp. St. 1913, § 8569), to recover freight undercharges, there being no limitation prescribed by the act of Congress, is barred by the state three-year statute of limitations (Code 1904, § 2920).—*Atl. Coast Line R. Co. v. Virginia Mfg. Co.* Supreme Court of Appeals of Virginia. 89 S. E. 103.

Breach of Charter.—The charterer of a steamship for carrying a cargo of wheat from Baltimore to one of a number of European ports, in August, 1914, held not justified in refusing to load the vessel because of the war; it appearing that none of the named ports was blockaded, and that other vessels carried cargoes safely at about the same time.—*Furness, Withy & Co. v. Louis Muller & Co.* U. S. District Court. 232 Fed. 186.

Public Warehousemen.—Under the warehouse act (Vernon's Sayles' Ann. Civ. St. 1914, arts. 7819-7827) the fact that one is a public warehouseman within the ordinary meaning of those terms is not sufficient to invest him with the character and rights and charged with the duties and responsibilities incident to public warehousemen and warehouses defined in the act.—*Security Nat. Bank of Dallas v. Farmers Educational & Co-Op. Wm. Co.* Court of Civil Appeals of Texas. 185 S. W. 649.

Intent to Establish Monopoly.—In a suit by the government for an injunction under Anti-Trust Act July 2, 1890, c. 647, 26 Stat. 209 (Comp. St. 1913, §§ 8820-8830), evidence held not to show that a monopoly in fact was created by the purchase, by one company engaged in the manufacture and sale of package rolled oats, of the business of a competitor. Tho no intent is necessary to establish a monopoly in fact, created by the purchase of a competitor's business, there can be no finding of an attempt to monopolize without proof of intent.—*United States v. Quaker Oats Co.* U. S. District Court, Illinois. 232 Fed. 499.

Connecting Carriers.—Where the original cause of action was on contract of a carrier to transport oats between two points, under which the carrier was bound only to deliver them in like condition at the destination, an amended petition on appeal to the county court after judgment of the justice court for plaintiffs showing a second contract for shipment between the original destination and a third point set up a new cause; the carrier not being liable for damage during second shipment unless it obligated itself on the second contract.—*M., K. & T. Ry. Co. v. Wilson.* Court of Civil Appeals of Texas. 186 S. W. 432.

Liability of Telegraph Co.—Under Const. 1890, § 195, declaring telegraph companies common carriers in their line of business subject to liability as such, a stipulation limiting the amount of damages on un-repeated messages was void, and the company was liable for actual damages.—*W. U. Tel. Co. v. Bassett.* Supreme Court of Mississippi. 71 South. 750.

Transfer of Exchange Memberships.—Where a provision of the constitution and by-laws of a cotton exchange was that "every member, upon admission, pledges himself to abide by the constitution and also by all the by-laws, rules, and regulations of the Exchange," a provision of the constitution that no certificate of membership shall be transferred until the intention is posted for ten days and until all claims presented by other members within the ten days are settled was binding upon all members, and cannot be complained of by a third party.—*Keyser v. Memphis Cotton Exchange.* Supreme Court of Tennessee. 186 S. W. 593.

Authority to Request Delivery Without Surrender of B/L.—In an assignee's action for damages for failure to deliver an interstate shipment of bran, the B/L for which was issued to shipper to notify arrival, the fact that a grain company on whose request the bran was delivered to a lumber company had bought grain from plaintiff and had taken delivery without payment, in view of the fact that the shipments it had taken were not accompanied by Bs/L and did not require delivery on the shipper's order and delivery of the B/L, did not show the grain company's authority from plaintiff to make the request.—*Kemper Mill Co. v. M. P. Ry. Co.* Kansas City Court of Appeals, Missouri. 186 S. W. 8.

Scheduled Freight Rates Must be Charged.—Shippers and common carriers cannot, by contract between themselves, fix the rates to be charged on shipments of freight. The power and authority of regulating freight tariffs is, by the Constitution of this state, conferred upon the General Assembly, and by it vested in the Railroad Commission (Civ. Code 1910, § 6463), which has exclusive power to make rates and to determine what are just and reasonable rates (Civ. Code 1910, §§ 2630, 2631, 2632, 2668); and discrimination in freight rates in favor of any one is made a misdemeanor (Pen. Code 1910, §§ 527, 730, 731, 733).—*Wight v. Pelham & H. R. Co.* Court of Appeals of Georgia. 89 S. E. 176.

Delivery of Grain not of Contract Grade.—Where a shipper consigned grain to its order attaching a draft to the B/L and directing a bank to which the same was sent not to deliver the B/L until the draft was paid, the bank became the shipper's agent, and, where the grain was badly damaged when delivered, the shipper did not fulfill its obligation of delivering sound and merchantable grain. Where grain delivered does not fulfill the implied warranty that it should be sound and merchantable, the buyer may retain it and recover damages.—*D. Rosenbaum's Sons v. Davis & Andrews Co.* Supreme Court of Mississippi. 71 South. 388.

Connecting Carriers.—Within Vernon's Sayles' Ann. Civ. St. 1914, art. 731, providing that all carriers over whose lines freight is received by either for thru shipment by them, on a contract for thru carriage, recognized, acquiesced in, or acted on by them, shall be considered connecting lines, with liability under article 732 for injury to the goods on either lines, where the S. company issues its B/L for a thru shipment of a car of corn from a point on its line to a point on the line of the I. company for a thru charge, the contract stating that it was executed by the S. company as agent with respect to the route beyond its line, and the I. company received and carried the goods to destination in the same car and without a new contract, but by virtue of the original contract, there was a thru shipment.—*St. Louis Southwestern Ry. Co. v. Hughston Grain Co.* Court of Civil Appeals of Texas. 186 S. W. 429.

Acceptance of Draft.—A commission firm authorized a customer to draw against it after depositing certain Bs/L, but he drew and cashed the draft at a bank before such deposit; after finally receiving the Bs/L, the drawee wrote him they were getting the draft from the bank. Held, the draft was not accepted. In view of Negotiable Instruments Law (Code 1904, p. 1481) § 134, a letter from the drawee to the drawer accepting a draft would not be binding in favor of a bank which never saw the letter or advanced money relying upon it.—*Jones v. Crumpler.* Supreme Court of Appeals of Virginia. 89 S. E. 232.

Liability of Telegraph Co.—Punitive damages may be recovered of a telegraph company for its agent's misconduct in transmitting or delivering messages, though his wrongful acts be not authorized or ratified. Stipulation in a telegraph blank that the company will not be liable for damages or statutory penalties where claim is not presented in 60 days after filing message for transmission applies only to claims arising from negligence, and, if intended as a cloak for fraud, would be void under Rev. Codes, § 5052, declaring contracts having for their object the exemption of one from responsibility for his own fraud to be against the policy of the law.—*Lahood v. Continental Tel. Co.* Supreme Court of Montana. 157 Pac. 639.

Recovery by Loser from Broker in Futures.—Cr. Code, § 132, as amended by Laws 1913, p. 256 (Hurd's Rev. St. 1913, c. 38), providing for recovery by the loser in any gaming, speculation, or gambling device from the winner of the amount paid by reason of such speculation, except where the transaction is conducted through a regular board of trade, is invalid when considered in connection with section 130, prohibiting gambling in futures in grain as being an unconstitutional discrimination between individuals engaged in the same business, and granting special privileges and immunities to certain individuals. Cr. Code, § 132, as amended by Laws 1913, p. 256, when considered in connection with section 130, prohibiting gambling in futures in grain, providing for the recovery by the loser under any gaming speculation or gambling device from the winner of the amount paid by reason of such transaction, does not affect legitimate transactions on the board of trade, but affects only gambling in futures and speculations where the goods are not actually transferred.—*Miller v. Sincere.* Supreme Court of Illinois. 112 N. E. 664.

Acceptance of Check Closes Disputed Account.

The Arbitration Com'te of the Grain Dealers National Ass'n, composed of D. I. Van Ness, Elmer Hutchinson and E. C. Eikenberry, ruled against plaintiff, Model Mill Co., and in favor of the Brown-DeField Grain Co., of Charleston, Mo., defendants, on a contract for 31,000 bus. of wheat, the weights and discounts on four cars being in dispute.

After long correspondence and repeated attempts at settlement, defendants wrote plaintiffs Oct. 2, 1915, as follows:

"We enclose check \$346.02, with statement covering the entire account, and statement of each transaction. We feel that this is a very liberal settlement with you; in fact, much more than you are entitled to receive from us....."

"You will note that this check is marked for the 'Account in full.' You will accept it under these terms."

To this letter no reply is in evidence, but the fact that check was accepted by plaintiffs is attested by its appearance as a credit on statement filed by plaintiffs as basis for their claim. The Com'te held:

Plaintiffs' acceptance of this check accompanied by such terms of tender does, in the judgment of the Com'te, constitute a legal and final settlement of the matters in dispute. Decisions in support of this finding have been rendered by the civil courts in which it has repeatedly been held that acceptance of a check under the circumstances in which this tender was made by defendants in this case constitutes a legal adjustment and results in de-

priving complaining or dissatisfied party of further recourse against party making such tender.

The Com'ite desires to make plain the fact that thus they have been denied the privilege of deciding this case on its merits, as plaintiffs' acceptance of said check for \$346.02 has resulted to deprive said plaintiffs of whatever rights they may have had to further recourse.

Our decision is that plea of plaintiffs be denied and that the costs of this arbitration be assessed against plaintiffs.

Minimum Car on Contract Is 56,000 Lbs. Corn.

The Arbitration Com'ite of the Grain Dealers National Ass'n, composed of D. I. Van Ness, Elmer Hutchinson and E. C. Eikenberry, in arbitration between the Bennett Commission Co., of Topeka, Kan., plaintiff, and J. B. Yeager & Co., defendants, denied the right of the plaintiff to tender a car containing 35,480 lbs. of kafir corn on a contract for a carload. The Com'ite held:

Shipment of size tendered does not fill the contract for a car of kafir corn because 56,000 is minimum weight in eastern territory, where delivery is contemplated and where grain must in turn be placed on contracts. The custom seems clearly to be established in territory shipping kafir corn that in absence of specified amount contract for car this commodity shall mean 56,000 pounds; and in accordance with National Grain Trade Rules a car load of corn, unless otherwise specified, shall contain a minimum of 56,000 pounds. Defendants charge to plaintiffs \$22.40, or the amount of 4c per cwt., loss, and this, we believe, should be awarded to them and charged to the account of plaintiffs. The special arrangement made by the shipper of this car and the railroad protecting a minimum of 30,000 pounds in no wise declares this to be the regular schedule minimum weight in force on carriers west of the Mississippi River, nor does it have the effect of making this particular shipment a legal delivery in satisfaction of a contract calling for a car of kafir corn.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

Penna Ry. List 25 gives complete lists of freight tariffs issued by the Chief of Tariff Buro, Penna Co.; also P. C. C. & St. L. Ry.

C. I. & L. Sup. No. 6 to 5592-A gives joint and proportional freight rates applying on grain, grain products and by-products of grain and malt, carloads, from Chicago, Ill., Englewood, Ill., Hammond, Ind., Hegewisch, Ill., Pullman Jct., Ill., and South Deering, Ill., originating locally or when from territory beyond as to principal points in Ind., Ky., N. Y., O., Pa. and W. Va., effective, intrastate, July 13; interstate, Aug. 25.

C. R. I. & P. Sup. No. 41 to 28675-B gives local, joint and proportional rates on grain, grain products, broom corn and seeds, carloads, between Chicago, Council Bluffs, Ia., Kansas City, Mo., Minneapolis, Minn., Omaha, Neb., Peoria, Ill., Rock Island, Ill., St. Joseph, Mo., St. Louis, Mo., St. Paul, Minn., and stations taking same rates; also stations in Colo., Kan., Neb., N. M., Okla., and Texhoma, Tex., effective Aug. 15.

C. G. W. Sup. No. 24 to 33-B gives joint and proportional freight rates on grain, grain products and flaxseed, carloads, from Minneapolis, Minn. Transfer, St. Paul, So. St. Paul, Council Bluffs, Ia., Omaha and So. Omaha, Neb., to Memphis, Tenn., New Orleans, La., and other Mississippi Valley points and Gulf ports, effective Aug. 1.

C. G. W. Sup. No. 25 to 33-B gives joint and proportional freight rates on

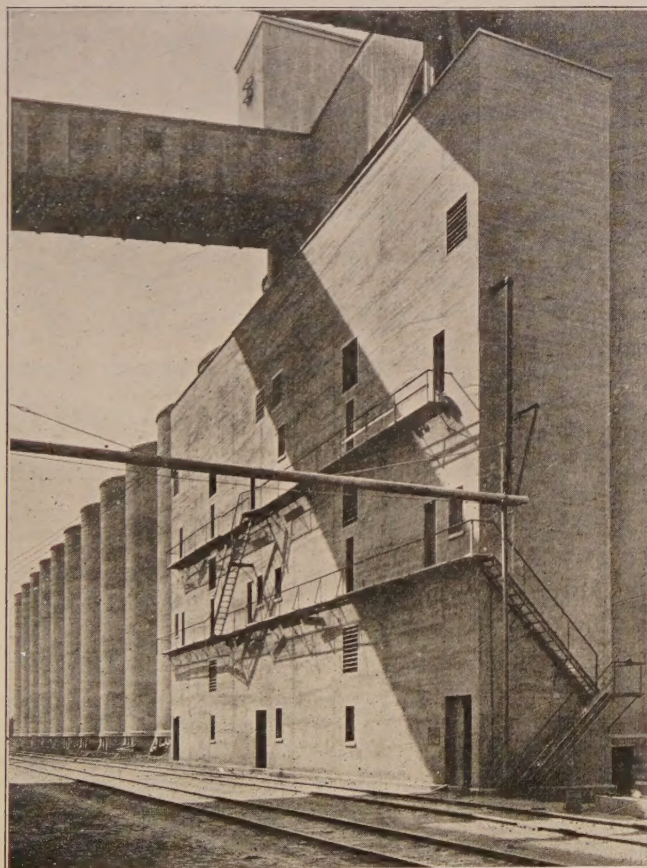
grain, grain products and flaxseed, carloads, from Minneapolis, Minnesota Transfer, St. Paul, So. St. Paul, Council Bluffs, Ia., Omaha and So. Omaha, Neb., to Memphis, Tenn., New Orleans, La., and other Mississippi Valley points and Gulf ports, effective Aug. 22.

C. I. & L. Sup. No. 20 to 933-E is a terminal tariff showing switching charges and absorptions, drayage and transfer arrangements, applicable at stations on the C. I. & L. Ry., effective Aug. 1.

C. R. I. & P. Sup. No. 21 to 19690-F gives local, joint and proportional rates on grain, grain products, seeds and broom corn, carloads, from stations in Colo., Kan., Mo., Neb., N. M., and Oklahoma; also Council Bluffs, Ia., to Little Rock, Ark., Memphis, Tenn., New Orleans, La., and stations in Ala., Ark., La., Miss., and Mo.; also on corn and articles taking same rates from Memphis, Tenn., to stations in Okla., effective Aug. 15.

C. I. & L. Sup. 1 to 933-F is a terminal tariff showing switching charges to or from junction with connecting lines; list of industries at junction points; rules governing absorption of connecting lines switching charges, drayage and transfer arrangements; rates and rules governing switching performed by the C. I. & L. Ry. (in addition to line haul movement via C. I. & L.), at stations on the C. I. & L. Ry., effective Aug. 1.

A. T. & Santa Fe Sup. No. 46 to 5588-J gives local, joint and proportional rates on grain and grain products, carloads, between points in Kan., Colo., Mo., and Okla.; also Superior, Neb., and Kansas City, St. Joseph, Mo., Atchison, Leavenworth, Kan., Chicago, Peoria, Ill., and Mississippi River points; also basis for making thru rates to or from Omaha, So. Omaha, Lincoln, Neb., Council Bluffs and Sioux City, Ia.; also distance rates between stations in Kansas; stations in Oklahoma and stations in Kansas; also Superior, Neb.; stations in Kansas; and Superior, Neb., and Joplin, Mo., effective Aug. 15.



A New HESS Dryer and Cooler

Just finished, for the Armour Grain Co. at the Neola Elevator, Argentine, Kan. (Santa Fe Ry. Co.) This is a four unit machine. Dries any kind of grain or seed, in batches or continuous flow. Operated by electricity and may be run night and day without running the main house. The drier was supplied, together with the reinforced concrete housing, motors, spouts, etc., complete, by the

Hess Warming & Ventilating Co.

907 Tacoma Building, CHICAGO

Patents Granted

1,189,277. Apparatus for Coding Messages. (See cut.) Richard C. Martens, London, England. This is a sheet made of some transparent material having vertical and horizontal lines and indicia designating them, and when placed on the pages of a catalogue or the like, assists in identifying a particular cut on that page.

1,189,416. Automatic Scale. (See cut.) Richard J. Zanone, New Albany, Ind. A scale beam pivotally mounted on a frame carries a hopper which has an inclined drop bottom. This is held shut by curved latch rods pivotally attached to the sides of the hopper. A funnel is attached below the hopper, and in this funnel is a rod with which the latch rods contact, as the hopper fills and descends, thus releasing the bottom.

1,190,793. Feed Mill. (See cut.) Oria W. Nottingham, Shonkin, Mont. The grinding rollers are fitted in a frame, carrying a receptacle from which the material goes into a hopper that is supported above the rollers by inverted U-shaped arms having one of their ends pivotally connected to the frame, so the hopper is movable with the arms. Below the rollers is a receptacle which receives the crushed material.

1,191,243. Bag-Filling Machine. (See cut.) Charles F. Stehlin, New Rochelle, N. Y. The bag to be filled is held in a support substantially in a vertical position. Means is provided for imparting bodily recurrent lateral movement to the bag and platform, the amplitude of this movement being the same thruout the height of the bag. Means applied to the platform for damping such movement is provided.

1,190,051. Dust Collector. (See cut.) Frederick A. Wegner, Silver Creek, N. Y. This is a collector of the cyclone type consisting of a separating chamber and a deck therefor of light weight material. A tubular guard is mounted to the deck by truss rods secured to the deck and bearing against opposite sides of the guard. Pivotally connected to the tubular guard, and axially adjustable with reference to it, is an extension which projects above the top of the deck.

1,189,305. Seal Fastener for Car Doors. (See cut.) Walter L. Stanley, Norfolk, Va. A hollow bolt, which is fitted to slide in a casing, carries locking means which

automatically locks the bolt when in a certain position. Means is provided in the bolt, accessible from the outside of the casing to receive a seal, which forms a closure of the bolt in front of the locking means that cannot be removed after the bolt is locked, and must be broken to gain access to the lock.

1,191,718. Recording Apparatus for Scales. (See cut.) Cornelius S. Morris, Rock Island, Ill. In a scale a printing apparatus comprising a quadrant track is mounted concentric with a quadrant indicator. A type bar which has a plurality of rows of type is mounted parallel with this track. A carriage on which is mounted a movable ticket holder, is fitted on rollers and travels on the track. Means is provided for impressing the tickets against the type bar, thus forming a printed record on the ticket.

1,191,148. Grain Spout Door. (See cut.) Ole H. Braaten, Halliday, N. D. A door adapted to cover an opening in a grain spout has its lower end made to be inserted in a pocket formed on the exterior surface of the spout adjacent the lower edge of the opening. The handle of this door is a resilient strip bent into a loop and straight ends, one of which is attached to the door, while the other, which is slotted, projects beyond the upper edge of the door, for engagement with a strap on the spout, thus forming a latch for locking the door.

1,191,753. Grain Drier. (See cut.) Frederick A. Wegner, Buffalo, N. Y. Outer and inner cylindrical casings are separated from each other to form a grain chamber between the two, the inner chamber being closed at opposite ends, but having an air inlet at its lower end, while the grain chamber has a series of discharge openings at its lower end. A yielding mounted feeding hopper is mounted in a plane above the casings, which is so connected with a regulating device that normally keeps the discharge openings closed, to permit the discharge of grain from the grain chamber within any given period of time.

1,190,950. Seed Separator. (See cut.) Herman J. Piegras and Benjamin M. Holt, Caldwell, Idaho. An endless traveling carrier of rubber is tipped transversely to the direction of travel, so that one longitudinal edge is lower than the other. The upper surface of this carrier is provided with transverse rows of pockets separated by yielding ribs. A bristle brush set with its length at an angle to the direction of travel bears on the carrier, onto which seeds are dropped from a receiving hopper, causing seeds of one shape to become lodged in the pockets, while it arrests seeds of a different shape and causes them to roll down and off the sloping carrier at the lower longitudinal edge.

Insurance Notes.

AN ATTRACTIVE SAFETY calendar is being put out by the Millers Mutual Casualty Co. of Chicago. It is a calendar of considerable size.

THE REVENUE BILL, which recently passed the House of Representatives, in its present form, constitutes a serious discrimination against the policy holders of mutual casualty insurance companies, as it assesses a tax against them which is not assessed against the policy holders of mutual fire and mutual marine insurance companies. This is due to a mistake in the bill, which no doubt was unintentional. Senator Lodge has introduced an amendment which will correct the error, and the amendment will very likely be adopted. This will result in a material saving to the grain men and millers who are carrying their workmen's compensation and employers' liability insurance with the mutual companies.

Annual Statement Tri-State Mutual Fire Ins. Co.

The annual statement of the Tri-State Mutual Fire Insurance Co., as issued by E. H. Moreland, sec'y, Luverne, Minn., shows the insurance in force July 5 to have been \$2,305,215, against \$2,080,775 six months ago.

Also \$15,055 was paid out in fire losses, the company's assets, \$34,065, stand unimpaired at nearly the figure of 6 months ago, \$34,993.

At the annual meeting July 11 the contingent reserve fund was increased \$2,000 to \$10,000, and a return of 50 per cent of the deposit premium was ordered. In 1915 the return was 40 per cent and in the two years preceding 35 per cent. The retiring board of directors was re-elected, and they chose the following officers for the ensuing year: A. E. Brown, pres.; H. S. Greig, vice pres.; W. Z. Chapp, South Dakota agent; E. H. Moreland, sec'y.

Crop Improvement.

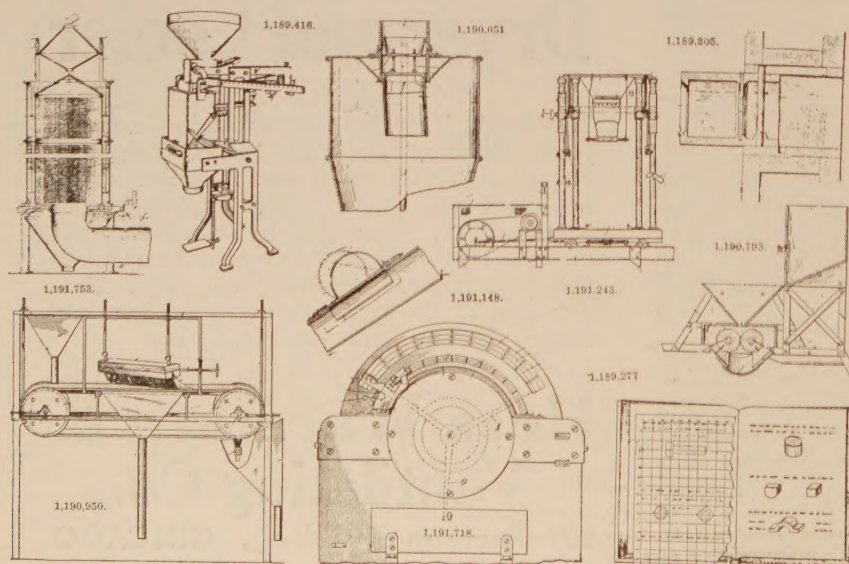
AN EDUCATIONAL CAMPAIGN to check the chinch bug by clean culture, deep fall plowing, early trap crops and spraying, has been started thru the Texas State Department of Agriculture.

A SEED CAR TOUR is being planned by the Development Department of the Frisco Ry. thru the states of Oklahoma and Ohio especially. The subject of the trip will be the "Selection of Good Seed."

Books Received

SUGGESTIONS TO SHIPPERS ON COOPERAGE of cars for grain loading is a brochure of 15 pages of size suitable for inclosing with regular correspondence, and comprises practical suggestions to shippers made by the deputy supervisors of the St. Louis Merchants Exchange in the form of letters to John Dower, chief supervisor, Merchants Exchange, St. Louis, Mo.

Lightning Can't Strike
if Illustrated Book on Lightning Free.
Explains kind of rods that protect.
W. C. SHINN, 147 N. 16th St. Lincoln, Neb.
Shinn Gets There First



The GRAIN DEALERS JOURNAL.

Insurance Company Overreached Itself.

Adjusting departments of the stock fire, life and accident insurance companies, in their attempts to make a showing of activity to justify their salaries, sometimes resort to sharp practices that can only react against their own companies and stock company insurance in general. A few years ago the Quaker Oats Co. was involved in such a case in Iowa; and recently Brown & McCabe, stevedores, engaged in loading grain vessels at Portland, Ore., had an experience with the London Guarantee & Accident Co., in which, after a hot legal fight, the accident company came off second best.

An employee of Brown & McCabe was injured, the accident company was immediately notified, investigated the claim, ascertained that there was a liability, and that the injured party would settle for \$3,000, \$2,000 less than the face of the policy. It thereupon notified Brown & McCabe of the offer and demanded that they pay one-half of the amount, or \$1,500, stating that in case they did not do so it would permit the pending action to proceed to trial, and it would necessarily result in a judgment in excess of the face of the policy, so that the assured would ultimately be compelled to pay more than the \$1,500. Brown & McCabe refused to be held up; the case was tried and the employee recovered judgment for \$12,000. The insurance company thereupon paid \$5,000, the face of its policy, and costs, and refused to pay more. Brown & McCabe brot suit to recover the balance of \$7,000.

Judge Bean of the United States District Court of Oregon, deciding in favor of Brown & McCabe, said:

I understand from counsel, confirmed by my own investigations, there are no authorities directly in point. It has been held that, under a policy like the one in question, the insurance company has a right to settle with an injured employee or not, as it deems advisable, and if it neglects or refuses to do so, and litigates the matter in good faith, and judgment is recovered for more than the face of the policy, it is not liable for the excess. But that is not this case. This is a case where, according to the allegations of the complaint, the insurance company attempted to hold up the assured and make it pay \$1,500, or one-half the loss, and, because it would not do so, suffered the action to proceed to judgment for more than double the face of the policy.

I conclude that under these circumstances the plaintiff should recover, and the demurrer in this case will be overruled.—232 Fed. Rep. 298.

WESTERN GRAIN DEALERS MUTUAL FIRE INSURANCE ASSOCIATION

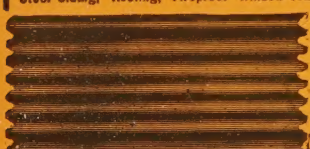
DES MOINES, IOWA

JAY A. KING, President GEO. A. WELLS, Secretary

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Sheet Metal Contractors, Makers of Fireproof Windows. Write them if you are in the market now or if you expect to be in the future. Contracts taken anywhere in the United States.

THE OTHER FELLOW'S OPINION

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The "Grain Dealers" has worked incessantly for fourteen years to put the elevator business on a higher plane from the insurance standpoint; and IT HAS SUCCEEDED. Are you getting the benefit of its work? Or are you one of the elevator owners that the ninety-nine have in mind. We can show you where your danger spots are, and help you get rid of them. Are you interested?



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WESTERN DEPARTMENT: Mr. Rollie Watson, Mgr., 402 Sedgwick Bldg., WICHITA, KANSAS

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Does it cover correctly? Is the cost reasonable?

Better write for our Fourteenth Annual Statement, and
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E. H. MORELAND, Sec'y

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chargeable principally to railroad hazard, machinery hazard, poor construction and carelessness, is the record of losses for 1915, paid by the Flour Mill and Grain Elevator Mutual Insurance Companies.

More than 90% of this loss could have been avoided. NOW is the time to clean up the premises, put your property in better operating condition and eliminate the known hazards.

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Western Millers Mutual Fire Insurance Co.,
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Ohio Millers Mutual Fire Insurance Co.,
Canton, Ohio.

Penna. Millers Mutual Fire Insurance Co.,
Wilkes-Barre, Pa.

or

Mill Owners Mutual Fire Insurance Co.,
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The Millers Mutual Fire Insurance Co.,
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Texas Millers Mutual Fire Insurance Co.,
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Michigan Millers Mutual Fire Insurance Co.,
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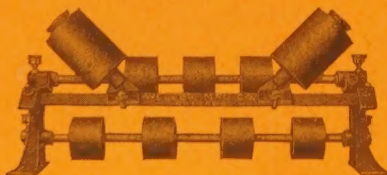


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